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GA Min Alt#4 - 4
GA Min Rdr#4 - 9
GA Min TO#4 - 15
09J - 412
15J - 38
16J - 354
17J - 356
18A - 290
19A - 409
27A - 371
2J5 - 467
3J7 - 390
47A - 292
48A - 315
4A4 - 309
4A7 - 399
4J2 - 478
4J6 - 521
52A - 446
53A - 471
6A1 - 279
6A2 - 394
70J - 281
7A9 - 486
9A1 - 334
9A5 - 418
ABY - 40
ACJ - 51
AGS - 232
AHN - 54
AJR - 330
AMG - 49
ATL - 63
AYS - 591
AZE - 403
BGE - 262
BHC - 266
BIJ - 269
BQK - 272
BXG - 595
CCO - 185
CKF - 323
CSG - 317
CTJ - 295
CWV - 312
CXU - 287
CZL - 284
D73 - 469
DBN - 362
DNL - 250
DNN - 351
DQH - 359
EZM - 366
FFC - 191
FTY - 197
FZG - 374
GVL - 386
HOE - 405
HQU - 539
IIY - 588
JES - 414
JYL - 530
JZP - 407
LGC - 420
LHW - 382
LSF - 376
LZU - 423
MAC - 433
MCN - 438
MGE - 448
MGR - 474
MHP - 462
MLJ - 464
MQW - 459
OKZ - 498
OPN - 533
PDK - 209
PIM - 484
PUJ - 342
PXE - 479
RMG - 489
RVJ - 487
RYY - 222
SAV - 502
SBO - 525
SSI - 276
SVN - 513
TBR - 523
TMA - 547
TOC - 551
TVI - 536
VAD - 555
VDI - 576
VLD - 570
VPC - 300
WDR - 598
WRB - 578

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
ALABASTER, AL	
SHELBY COUNTY	**RNAV (GPS) Rwy 16**
	RNAV (GPS) Rwy 34
	VOR-A[1]

NA when local weather not available.
[1]Category D, 800-2¼.

ALBANY, GA

SOUTHWEST GA. RGNL ...	**ILS or LOC Rwy 4**
	LOC BC Rwy 22
	NDB Rwy 4
	RNAV (GPS) Rwy 4
	RNAV (GPS) Rwy 16
	RNAV (GPS) Rwy 22
	RNAV (GPS) Rwy 34
	VOR or TACAN Rwy 16

Category D, 800-2½.

ALBERTVILLE, AL

ALBERTVILLE RGNL-THOMAS J	
BRUMLIK FLD	**RNAV (GPS) Rwy 23**

NA when local weather not available.

ALMA, GA

BACON COUNTY	**RNAV (GPS) Rwy 15**
	RNAV (GPS) Rwy 33

NA when local weather not available.

ANNISTON, AL

ANNISTON	
METROPOLITAN	**ILS or LOC Rwy 5[1]**
	NDB Rwy 5[2]
	RNAV (GPS) Rwy 5[1]
	RNAV (GPS) Rwy 23[3]

NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Categories A, B, 1000-2; Categories C, D, 1000-3.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.

NAME	ALTERNATE MINIMUMS
ATHENS, GA	
ATHENS/	
BEN EPPS	**ILS or LOC/DME Rwy 27**
	RNAV (GPS) Rwy 2
	RNAV (GPS) Rwy 9
	RNAV (GPS) Rwy 20
	RNAV (GPS) Rwy 27
	VOR Rwy 2
	VOR Rwy 27

NA when local weather not available.

ATLANTA, GA

DEKALB-PEACHTREE ..	**ILS or LOC Rwy 20L[1]**
	RNAV (GPS) Rwy 20L[2]
	RNAV (GPS) Rwy 27[2]
	VOR/DME Rwy 20L[2]
	VOR/DME Rwy 27[2]

[1]NA when control zone not in effect.
[2]NA when local weather not available.

FULTON COUNTY AIRPORT-	
BROWN FIELD	**ILS Rwy 8[1]**
	NDB Rwy 8[2][4]
	RNAV (GPS) Rwy 26[3][4]
	RNAV (GPS) Y Rwy 8[3][4]
	VOR-A[5]

[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[2]Category C, 800-2¼; Category D, 800-2½.
[3]Category D, 800-2¼.
[4]NA when local weather not available.
[5]Categories A,B, 1100-2; Categories C,D, 1100-3.

NEWNAN COWETA	
COUNTY	**RNAV (GPS) Rwy 14**
	RNAV (GPS) Rwy 32
	VOR/DME-A

NA when local weather not available.

NAME ALTERNATE MINIMUMS

ATLANTA, GA (CON'T)

PEACHTREE CITY-
FALCON FIELD ..... **RNAV (GPS) Rwy 13**[1]
RNAV (GPS) Rwy 31
NA when local weather not available.
[1]Category D, 800-2½.

AUBURN, AL

AUBURN-OPELIKA
ROBERT G PITTS ..... **ILS or LOC Rwy 36**
RNAV (GPS) Rwy 36
NA when local weather not available.

AUGUSTA, GA

AUGUSTA RGNL
AT BUSH FIELD ..... **ILS or LOC Rwy 17**[1]
ILS or LOC Rwy 35[23]
RADAR-1
NA when control tower closed.
[1]ILS, 700-2.
[2]Categories A,B,C,D, 700-2.
[3]NA when local weather not available.

BIRMINGHAM, AL

BIRMINGHAM-SHUTTLESWORTH
INTL ..... **LOC Rwy 18**[1]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 24[3]
RNAV (GPS) Rwy 36[4]
[1]Category D, 800-2¼.
[2]Categories A, B, C, 900-2; Category D, 900-2¼.
[3]Category E, 800-2¼.
[4]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

BRUNSWICK, GA

BRUNSWICK
GOLDEN ISLES ..... **ILS or LOC Rwy 7**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
VOR/DME-B
NA when local weather not available.

CARROLLTON, GA

WEST GEORGIA RGNL-
O V GREY FIELD ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

NAME ALTERNATE MINIMUMS

CARTERSVILLE, GA

CARTERSVILLE ..... **LOC Rwy 19**[12]
RNAV (GPS) Rwy 1[1]
RNAV (GPS) Rwy 19[1]
VOR/DME-A[3]
NA when local weather not available.
[1]Category C, 900-2½; Category D, 900-2¾.
[2]NA when FBO closed.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

CLAXTON, GA

CLAXTON-EVANS
COUNTY ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.
Category D, 800-2¼.

CLAYTON, AL

CLAYTON MUNI ..... **RNAV (GPS) Rwy 27**
VOR/DME Rwy 27
NA when local weather not available.

COLUMBUS, GA

COLUMBUS
METROPOLITAN ..... **ILS or LOC Rwy 6**
VOR-A
NA when control tower closed.

CORDELE, GA

CRISP COUNTY-
CORDELE ..... **NDB Rwy 10**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 28
VOR/DME Rwy 23
NA when local weather not available.

CULLMAN, AL

FOLSOM FIELD ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

DALTON, GA

DALTON MUNI ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

DECATUR, AL

PRYOR FIELD RGNL ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR Rwy 18[1]
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

DOTHAN, AL

DOTHAN RGNL ..... **ILS or LOC Rwy 14**
ILS or LOC Rwy 32
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
VOR or TACAN-A

NA when control tower closed.
NA when local weather not available.

DOUGLAS, GA

DOUGLAS MUNI ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22

NA when local weather not available.

DUBLIN, GA

W H 'BUD' BARRON ..... **RNAV (GPS) Rwy 2**[1]
RNAV (GPS) Rwy 20[1]
VOR-A[2]

NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category C, 800-2¼; Category D, 800-2½.

ELBERTON, GA

ELBERT CO-
PATZ FIELD ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
VOR/DME Rwy 10

NA when local weather not available.

EVERGREEN, AL

MIDDLETOWN FIELD ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 28
VOR/DME Rwy 10

NA when local weather not available.

FAIRHOPE, AL

H L SONNY CALLAHAN .... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
VOR/DME-A

NA when local weather not available.

FLORALA, AL

FLORALA MUNI ..... **RNAV (GPS) Rwy 22**

NA when local weather not available.

FORT STEWART (HINESVILLE), GA

WRIGHT AAF (FORT STEWART)/
MIDCOAST RGNL ..... **NDB Rwy 33R**
RNAV (GPS) Rwy 6L
RNAV (GPS) Rwy 33R

NA when local weather not available.

NAME ALTERNATE MINIMUMS

GADSDEN, AL

NORTHEAST
ALABAMA RGNL ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 36[1]
VOR Rwy 6

NA when local weather not available.
[1]Categories A,B, 1100-2; Categories C,D, 1100-3.

GAINESVILLE, GA

LEE GILMER
MEMORIAL ..... **ILS or LOC/DME Rwy 5**[1]
NDB Rwy 5[2]
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 23[2]

NA when local weather not available.
[1]ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.
[2]Category D, 800-2½.

GREENVILLE, AL

MAC CRENSHAW
MEMORIAL ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32

Category D, 800-2¼.

GULF SHORES, AL

JACK EDWARDS ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27

NA when local weather not available.

HUNTSVILLE, AL

HUNTSVILLE INTL-CARL T. JONES
FIELD ..... **ILS or LOC Rwy 18L**[124]
ILS or LOC Rwy 18R[124]
ILS or LOC Rwy 36L[124]
ILS or LOC Rwy 36R[124]
RADAR-1[13]
RNAV (GPS) Rwy 18L[45]
RNAV (GPS) Rwy 18R[45]
RNAV (GPS) Rwy 36L[45]
RNAV (GPS) Rwy 36R[45]

[1]NA when control tower closed.
[2]ILS, Category D, 700-2; Category E,700-2¼. LOC, Category E, 800-2¼.
[3]Category E, 800-2½.
[4]NA when local weather not available.
[5]Category E, 800-2¼.

NAME ALTERNATE MINIMUMS

HUNTSVILLE, AL (CON'T)

MADISON COUNTY
EXECUTIVE ..... **ILS or LOC/DME Rwy 18**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36[1]
NA when local weather not available.
[1]Categories A,B, 900-2; Category C,900-2½, Category D, 900-2¾.

JEFFERSON, GA

JACKSON COUNTY ..... **RNAV (GPS) Rwy 35**
VOR/DME Rwy 35
NA when local weather not available.

MACON, GA

MIDDLE GEORGIA
RGNL ..... **ILS or LOC/DME Rwy 5**[1,2]
VOR Rwy 13[3]
VOR Rwy 23[4]
[1]NA when control tower closed.
[2]ILS, Category E, 900-2¾.LOC,Category E, 900-2¾.
[3]Category A,B, 1000-2; Category C,1000-2¾; Category D, 1000-3.
[4]Categories A,B,1300-2;Categories C,D, 1300-3.

MOBILE, AL

MOBILE DOWNTOWN ..... **ILS or LOC Rwy 32**[1]
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 32[2]
RNAV (GPS) Rwy 36[2]
VOR Rwy 32[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

MOBILE RGNL ..... **ILS or LOC Rwy 14**
ILS or LOC Rwy 32
NA when control tower closed.

MONTGOMERY, AL

MONTGOMERY RGNL
(DANNELLY FIELD) ..... **ILS or LOC Rwy 10**
ILS or LOC Rwy 28
NDB Rwy 10
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
NA when control tower closed.

MOULTRIE, GA

MOULTRIE MUNI ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
NA when local weather not available.

NAME ALTERNATE MINIMUMS

ROME, GA

RICHARD B. RUSSELL ..... **ILS/DME Rwy 1**[1]
RNAV (GPS) Rwy 1[1,2]
RNAV (GPS) Rwy 7[1,2]
RNAV (GPS) Rwy 19[1,2]
RNAV (GPS) Rwy 25[1,2]
VOR/DME Rwy 1[1,2]
VOR/DME Rwy 19[2,3]
[1]Category D, 800-2¼.
[2]NA when local weather not available.
[3]Category C, 800-2¼; Category D, 800-2½.

SAVANNAH, GA

SAVANNAH HILTON
HEAD INTL ..... **ILS or LOC Rwy 1**[1,2]
ILS or LOC Rwy 10[1,2]
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 19
RNAV (GPS) Z Rwy 28
VOR/DME-A[3]
VOR/DME or TACAN Rwy 1[3]
VOR/DME or TACAN Rwy 19[3]
NA when local weather not available.
[1]NA when control tower closed.
[2]Category D, 700-2.
[3]Category E, 900-3.

STATESBORO, GA

STATESBORO-BULLOCH
COUNTY ..... **RNAV (GPS) Rwy 32**
NA when local weather not available.
Category D, 800-2¼.

SWAINSBORO, GA

EMANUEL COUNTY ..... **LOC/NDB Rwy 13**
NDB Rwy 13
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
VOR/DME-A
NA when local weather not available.

SYLACAUGA, AL

MERKEL FIELD SYLACAUGA MUNI ..... **NDB-A**[1]
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 27[2]
[1]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.
[2]Category C, 800-2¼; Category D, 1100-3.

SYLVANIA, GA

PLANTATION AIRPARK ..... **NDB Rwy 23**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
NA when local weather not available.

NAME ALTERNATE MINIMUMS

TALLADEGA, AL

TALLADEGA MUNI ..... **RNAV (GPS) Rwy 3[1]**
RNAV (GPS) Rwy 21[1]
VOR-A[2]
VOR/DME Rwy 3[1]
NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category C, 800-2¼; Category D, 800-2½.

THOMASTON, GA

THOMASTON-UPSON
COUNTY ..... **RNAV (GPS) Rwy 12**
NA when local weather not available.

TROY, AL

TROY MUNI ..... **ILS or LOC Rwy 7[1]**
NDB Rwy 7
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 32
NA when local weather not available.
[1]NA when control tower closed.

TUSCALOOSA, AL

TUSCALOOSA RGNL ..... **ILS Rwy 4[12]**
RNAV (GPS) Rwy 4[3]
RNAV (GPS) Rwy 11[3]
RNAV(GPS) Rwy 22[3]
RNAV (GPS) Rwy 29[3]
VOR or TACAN Rwy 4[1]
[1]NA when control tower closed.
[2]700-2.
[3]NA when local weather not available.

VALDOSTA, GA

VALDOSTA RGNL ..... **ILS or LOC Rwy 35[1]**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
VOR Rwy 17
VOR Rwy 35
NA when local weather not available.
[1]ILS, LOC, Category E, 900-3.

NAME ALTERNATE MINIMUMS

VIDALIA, GA

VIDALIA RGNL ..... **RNAV (GPS) Rwy 24**
NA when local weather not available.

WAYCROSS, GA

WAYCROSS-WARE
COUNTY ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36[1]
NA when local weather not available.
[1]Category D, 800-2¼.

WINDER, GA

NORTHEAST GEORGIA
RGNL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NA when local weather not available.

AUGUSTA, GA

Amdt.8, June 10, 2006 (FAA)

ELEV **145**

AUGUSTA RGNL AT BUSH FIELD

RADAR- 126.8 270.3

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	17		AB	**660**/24	515	(600-½)	C	**660**/50	515	(600-1)
			D	**660**/60	515	(600-1¼)				
	35		AB	**700**/24	564	(600-½)	C	**700**/50	564	(600-1)
			D	**700**/60	564	(600-1¼)				
CIRCLING			AB	**780**-1	635	(700-1)	C	**780**-1¾	635	(700-1¾)
			D	**780**-2	635	(700-2)				

When control tower closed, procedure NA.

AUGUSTA, GA

Amdt. 7B, June 08, 2006 (FAA)

ELEV **423**

DANIEL FIELD

RADAR- 126.8 270.3 NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	29		AB	**860**-1	438	(500-1)	C	**860**-1¼	438	(500-1¼)
			D	**860**-1½	438	(500-1½)				
	11		AB	**920**-1	498	(500-1)	C	**920**-1¼	498	(500-1¼)
			D	**920**-1½	498	(500-1½)				
CIRCLING			AB	**920**-1	498	(500-1)	C	**920**-1½	498	(500-1½)
			D	**1020**-2	597	(600-2)				

When Augusta control tower not in operation, procedure not authorized.
Tower 607 MSL 2333' north of Rwy 29.

CAIRNS AAF (KOZR), AL (Fort Rucker) (Orig A 09071 USA) ELEV 301

RADAR[1] **- (E)** (125.4 327.125 021°-120°) (133.75 270.35 121°-219°) (133.45 239.4 220°-340°) (121.1 319.25 341°-020°) ▽ ⚠NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	6[2]	2.7°/57/1158	ABCD	548/40	250	(300-¾)
PAR W/O GS	6[2]		ABCD	620/40	322	(400-¾)
CIR	All Rwy		A	740-1	439	(500-1)
			B	780-1	479	(500-1)
			C	800-1½	499	(500-1½)
			D	860-2	559	(600-2)

[1]Vis reduction by copters NA. [2]When ALS inop, increase RVR CAT ABCD to 50 and vis to 1 mile.

DOBBINS ARB (KMGE), GA (Marietta) (Amdt 2, 09183 USAF)

RADAR[1] - Ctc ATLANTA APP CON **(E)** 121.0 268.7 ▽ **ELEV 1068**

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[2]	29[3]	3.0°/58/958	AB	1215/24	200	(200-½)
			CDE	1215/40	200	(200-¾)
	11[4]	3.0°/48/1152	ABCDE	1461/40	393	(400-¾)
ASR	11[6]		AB	1640/40	572	(600-¾)
			C	1640/50	572	(600-1)
			D	1640/60	572	(600-1¼)
			E	1640-1½	572	(600-1½)
	29[5]		AB	1660/40	645	(600-¾)
			C	1660-1½	645	(600-1½)
			D	1660-1¾	645	(600-1¾)
			E	1660-2	645	(600-2)
CIR[7]	All Rwy		AB	1680-1	612	(700-1)
			C	1680-1¾	612	(700-1¾)
			D	1700-2	632	(700-2)
			E	1740-2½	672	(700-2½)

[1]Opr 1200-0400Z++. [2]No-NOTAM MP 1100-1530Z++ Mon-Tue. [3]When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile. [4]When ALS inop, increase RVR to 60 and vis to 1¼ miles. [5]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles and CAT E vis to 2¼ miles. [6]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, and CAT E vis to 2 miles. [7]CAT DE circling not authorized N of Rwy 11-29. Circle to assault strip not authorized.

HUNTER AAF (KSVN), GA (Savannah) (1-Amdt 6, 2-Amdt 10 09267 USA) ELEV 41

RADAR - (E) 127.65 143.2 307.125 317.475 ▽ ⚠NA Pro NA when Hunter Ctl Twr clsd.

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
RADAR 1 (SAVANNAH)[1 2]						
ASR	10[3]		AB	460-¾	434	(500-¾)
			C	460-1¼	434	(500-1¼)
			D	460-1½	434	(500-1½)
	28		AB	540/24	499	(600-½)
			CD	540/50	499	(600-1)
CIR[4]	10-28		AB	540-1	499	(500-1)
			C	580-1½	539	(600-1½)
			D	600-2	559	(600-2)
RADAR 2 (HUNTER)[5]						
PAR	10[6]	3.0°/49/937	ABCD	226-¾	200	(200-¾)
	28	3.0°/50/842	ABCD	241/24	200	(200-½)

[1]Opr 1100-0500Z++. [2]Wx radar avbl. [3]For inop ALSF, increase CAT AB vis to 1 mile. Inop table does not apply to CAT C and D. [4]Circling NA N of Rwy 10-28 for CAT D. [5]Opr 1230-0400Z++ Mon-Thu; 1230-2300Z++ Fri, excl hol. [6]Inop table does not apply to ALSF.

HUNTSVILLE, AL Amdt. 9A, JUN 30, 2006 (FAA) ELEV 629

HUNTSVILLE INTL-CARL T. JONES FIELD

RADAR- 125.6 354.1 ▽ ⚠

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	36R	AB	**1000**-½	405	(500-½)	C	**1000**- ¾	405	(500-¾)
		DE	**1000**-1	405	(500-1)				
	36L	ABC	**960**-½	345	(400-½)	DE	**960**-1	345	(400-1)
	18R	AB	**1060**/24	431	(500-½)	C	**1060**/40	431	(500-¾)
		DE	**1060**/50	431	(500-1)				
	18L	AB	**1160**-½	551	(600-½)	C	**1160**-1	551	(600-1)
		D	**1160**-1¼	551	(600-1¼)	E	**1160**-1½	551	(600-1½)
CIRCLING		AB	**1160**-1	531	(600-1)	C	**1160**-1½	531	(600-1½)
		D	**1240**-2	611	(700-2)	E	**1240**-2¼	611	(700-2¼)

Category E circling not authorized East of Rwys 18L/36R.
For inoperative ALSF-2, increase S-ASR 18R Cat E visibility to ¼ mile.
For inoperative MALSR, increase S-ASR 18L, Cat E visibility ½ mile, S-ASR 36R Cat D visibility ¼ mile, Cat E ½ mile. Inoperative table does not apply to S-ASR 36L Cat D visibility.

LAWSON AAF(KLSF),(FORT BENNING),GA (Columbus) (Amdt2,07074USA) ELEV232

RADAR[1] - Ctc ATLANTA APP CON **(E)** (125.5 323.1 241°-360°) (126.55 353.75 001°-150°) (126.025 285.525 151°-240°) ▽ ⒶNA When tower closed.

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	33	3.0°/55/1048	AB	426/24	200	(200-½)
			CD	426/40	200	(200-¾)
	15	3.0°/55/924	ABCD	426/40	200	(200-¾)
RADAR 2 (ATLANTA)						
ASR	33[2]		A	740/40	514	(600-¾)
			B	740/50	514	(600-1)
			C	740/60	514	(600-1¼)
			D	740-1¾	514	(600-1¾)
	15		A	880/50	654	(700-1)
			B	880/60	654	(700-1¼)
			C	880-1¾	654	(700-1¾)
			D	880-2	654	(700-2)
CIR[3]	All Rwy		A	880-1	648	(700-1)
			B	880-1¼	648	(700-1¼)
			C	880-1¾	648	(700-1¾)
			D	880-2	648	(700-2)

[1]Opr 1300-2100Z++ Mon-Fri exc hol, Lawson GCA 121.05 (Secondary) 132.4 257.2 307.325. [2]For inop SALSF, increase CAT D vis to 2 miles. [3]Cir NA E of Rwy 15-33.

MAXWELL AFB (KMXF), AL (Montgomery) (06271 USAF) ELEV 171

RADAR[1] - 121.2 363.025S 380.225N ▽

	RWY	GS/TCH/RPI	CAT	DA MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[2]	15[4]		ABCD	560/40	389	(400-¾)
	33		AB	800-1¼	634	(700-1¼)
			C	800-1¾	634	(700-1¾)
			D	800-2	634	(700-2)
CIR[3]	15		AB	680-1¼	509	(600-1¼)
			C	680-1½	509	(600-1½)
			D	740-2	569	(600-2)
	33		AB	800-1¼	629	(700-1¼)
			C	800-1¾	629	(700-1¾)
			D	800-2	629	(700-2)

[1]Opr 1400-0350Z++. [2]5 min PN rqr for practice ASR apch. [3]Cir not auth E of Rwy 15-33. [4]When ALS inop, increase CAT ABCD RVR to 60 and vis to 1¼ miles.

MOBILE, AL

Amdt. 4A, JUL 6, 2006 (FAA) ELEV **218**

MOBILE RGNL

RADAR- 118.5 269.3

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	32	AB	**660**-½	441	(500-½)	C	**660**-¾	441	(500-¾)
		DE	**660**-1	441	(500-1)				
	14	AB	**640**/24	425	(500-½)	C	**640**/40	425	(500-¾)
		DE	**640**/50	425	(500-1)				
CIRCLING		AB	**680**-1	461	(500-1)	C	**680**-1½	461	(500-1½)
		D	**780**-2	561	(600-2)	E	NA		

S-14 Category D visibility increased to RVR 6000; Category E visibility increased ½ mile for inoperative MALSR.
For inoperative MALSR, increase S-32 Category E visibility to 1½ miles.

MONTGOMERY, AL

Amdt. 8A, SEP 15, 1993 (FAA) ELEV **221**

MONTGOMERY RGNL (DANNELLY FIELD)

RADAR- 121.2 380.225 ▽

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	10	ABC	**600**/40	381	(400-¾)	DE	**600**/50	381	(400-1)
	28	ABC	**620**-¾	423	(400-¾)	DE	**620**-1	423	(400-1)
CIRCLING		AB	**680**-1	459	(500-1)	C	**680**-1½	459	(500-1½)
		DE	**780**-2	559	(600-2)				

Procedure NA when control tower closed.
Category E circling NA north of runway 10-28.
Category D S-28 visibility increased ¼ mile for inoperative MALSR.
Category E S-28 visibility increased ½ mile for inoperative MALSR.
Categories D and E S-10 visibility increased to RVR 6000 for inoperative MALSR.

REDSTONE AAF (KHUA), AL (Redstone Arsenal) (Amdt 1A, 09127 USA)

RADAR[1]**- (E)** (125.6 354.1E) (118.05 239.0W) ▽ ⚠ NA **ELEV 684**

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	17[2][3]	3.0°/32/630	ABCDE	950-1	266	(300-1)
	35	3.0°/34/626	ABCDE	955-1	298	(300-1)

[1]GCA opr 1400-2200Z++ Mon-Fri, exc hol. OT O/R 124.8 229.4. [2]When approach lights inoperative, increase CAT A, B visibility ¼ mile. [3]When directed by ATC, S-PAR 17 DA 1100, visibility 1½, inop table does not apply.

ST MARYS, GA

Amdt 2, SEP 30, 2004 (FAA) ELEV **24**

ST MARYS

RADAR- 127.0 ▼ ⚠ NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	4		A	**640**-1	617	(700-1)	B	**640**-1¼	617	(700-1¼)
			C	**640**-1¾	617	(700-1¾)				
CIRCLING			AB	**680**-1¼	656	(700-1¼)	C	**680**-1¾	656	(700-1¾)

Use Jacksonville, FL, Jacksonville Intl altimeter setting.

TROY, AL

Amdt. 8, JAN 15, 2009 (FAA) **ELEV 398**

TROY MUNI

RADAR[1]- 121.1 319.25 ▼

	RWY	GS/TCH/GPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	7	2.9/51/1007	ABCD	**592**-¾	200	(200-¾)				
ASR	7		AB	**960**-1	568	(600-1)	C	**960**-1½	568	(600-1½)
			D	**960**-1¾	568	(600-1¾)				
CIRCLING			AB	**960**-1	562	(600-1)	C	**960**-1½	562	(600-1½)
			D	**980**-2	582	(600-2)				

When control tower closed, procedure not authorized. ASR utilizes PAR without glideslope.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ADEL, GA

COOK COUNTY

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 051° to 1500 before proceeding on course.

NOTE: **Rwy 5,** multiple trees and vehicles beginning 411' from departure end of runway, 16' left of centerline, up to 100' AGL/349' MSL. Multiple trees and vehicles beginning 159' from departure end of runway, 18' right of centerline, up to 100' AGL/349' MSL. **Rwy 15,** multiple trees beginning 1801' from departure end of runway, 629' left of centerline, up to 100' AGL/339' MSL. Multiple trees beginning 932' from departure end of runway, 437' right of centerline, up to 100' AGL/339' MSL. **Rwy 23,** multiple trees beginning 503' from departure end of runway, 178' left of centerline, up to 72' AGL/321' MSL. Multiple trees beginning 1058' from departure end of runway, 74' right of centerline, up to 73' AGL/312' MSL. **Rwy 33,** multiple trees beginning 4793' from departure end of runway, 120' left of centerline, up to 100' AGL/349' MSL. Multiple trees beginning 4990' from departure end of runway, 761' right of centerline, up to 100' AGL/349' MSL.

NAME	TAKE-OFF MINIMUMS

ALABASTER, AL

SHELBY COUNTY (EET)

AMDT 3 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1¼. **Rwy 34,** 300-1 w/ min. climb of 310' per NM to 1500, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions: Cross Shelby County Airport at or above 1400 MSL before proceeding on course.

NOTE: **Rwy 16,** rising terrain beginning 30' from DER. Trees beginning 4' from DER, 648' left to 826' right of centerline, up to 100' AGL/759' MSL. T-L towers beginning 1165' from DER, 490' left of centerline, up to 98' AGL/704' MSL. Buildings 1569' from DER, 89' left of centerline, up to 38' AGL/657' MSL. **Rwy 34,** rising terrain beginning 132' from DER. Trees beginning 240' from DER, 1498' left to 3865' right of centerline, up to 100' AGL/799' MSL. T-L towers beginning 1821' from DER, 646' right of centerline, up to 89' AGL/715' MSL. Buildings beginning 1562' from DER, 87' left of centerline up to 31' AGL/661' MSL. Buildings beginning 1863' from DER, 135' right of centerline, up to 45' AGL/668' MSL. Tower 2.08 NM from DER, 513' left of centerline, 220' AGL/919' MSL.

ALBANY, GA

SOUTWEST GEORGIA RGNL

TAKE-OFF MINIMUMS: **Rwy 34,** 300-2 or std. w/ min. climb of 255' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 044° to 700 before turning left. **Rwy 34,** climb heading 344° to 700 before turning right.

NOTE: **Rwy 4,** multiple trees and tank beginning 913' from departure end of runway, 383' left of centerline, up to 127' AGL/329' MSL. Multiple trees beginning 1985' from departure end of runway, 797' rightof centerline, up to 79' AGL/275' MSL. **Rwy 16,** multiple trees beginning 1044' from departure end of runway, 310' left of centerline, up to 59' AGL/253' MSL. Multiple trees beginning 1977' from departure end of runway, 81' right of centerline, up to 92' AGL/286' MSL. **Rwy 22,** tree 1461' from departure end of runway, 793' left of centerline, 81' AGL/250' MSL. Pole 1093' from departure end of runway, 731' left of centerline, 61' AGL/230' MSL.**Rwy 34,** multiple trees beginning 426' from departure end of runway, 14' left of centerline up to 82' AGL/277' MSL. Multiple trees beginning 477' from departure end of runway, 14' right of centerline, up to 58' AGL/253' MSL.

ALBERTVILLE, AL

ALBERTVILLE RGNL/THOMAS J BRUMLIK FIELD

NOTE: **Rwy 5,** trees beginning 18' from departure end of runway, 353' left of centerline, up to 56' AGL/1088' MSL. Trees beginning 724' from departure end of runway, 676' right of centerline, up to 60' AGL/1092' MSL. Poles beginning 12' from departure end of runway, 428' left of centerline, up to 24' AGL/1056' MSL. Terrain beginning 30' from departure end of runway, 108' left of centerline, 0' AGL/1047' MSL. Terrain 30' from departure end of runway, 58' right of centerline, 0' AGL/1050' MSL. **Rwy 23,** trees beginning 47' from departure end of runway, 469' right of centerline, up to 14' AGL/1017' MSL. Terrain 36' from departure end of runway, 346' right of centerline, 0' AGL/1004' MSL.

ALEXANDER CITY, AL

THOMAS C. RUSSELL FIELD

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 1500 before turning on course.

ALMA, GA

BACON COUNTY

NOTE: **Rwy 33,** trees 2821' from departure end of runway, 247' right of centerline, 70' AGL/274' MSL.

AMERICUS, GA

SOUTHER FIELD

NOTE: **Rwy 5,** vehicle on road beginning 789' from departure end of runway, 647' left of centerline, up to 15' AGL/484' MSL. Trees beginning 803' from departure end of runway, 671' right of centerline, up to 100' AGL/569' MSL. **Rwy 9,** trees beginning 1566' from departure end of runway, 884' left of centerline, up to 100' AGL/569' MSL. **Rwy 23,** trees beginning 3177' from departure end of runway, 1171' right of centerline, up to 100' AGL/559' MSL. **Rwy 27,** vehicle on road beginning 486' from departure end of runway, 613' right of centerline, up to 15' AGL/484' MSL. Trees beginning 2314' from departure end of runway, 429' left of centerline, up to 100' AGL/559' MSL.

ANDALUSIA/OPP, AL

SOUTH ALABAMA RGNL AT BILL BENTON FIELD

NOTE: **Rwy 11**, multiple trees beginning 379' from departure end of runway, 279' left of centerline, up to 59' AGL/368' MSL. Multiple trees beginning 1478' from departure end of runway, 687' right of centerline, up to 71' AGL/380' MSL. **Rwy 29,** multiple trees beginning 93' from departure end of runway, 490' left of centerline, up to 85' AGL/394' MSL. Multiple trees beginning 40' from departure end of runway, 353' right of centerline, up to 66' AGL/375' MSL.

ANNISTON, AL

ANNISTON METROPOLITAN (ANB)

AMDT 6 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 5,** Climbing right turn to intercept Talladega VOR/DME R-085 outbound climb to 3000 before proceeding on course. **Rwy 23,** Climb heading 229° to 1300 then turn right direct TDG VOR/DME.

NOTE: **Rwy 5,** tree 1147' from departure end of runway, 730' left of centerline, 77' AGL/689' MSL. Sign 2269' from departure end of runway, 903' left of centerline, 100' AGL/712' MSL. Bush 493' from departure end of runway, 385' left of centerline, 33' AGL/645' MSL. Railroad 197' from departure end of runway, 435' left of centerline, 25' AGL/637' MSL. Tree 1965' from departure end of runway, 275' left of centerline, 69' AGL/681' MSL. Pole 506' from departure end of runway, 549' right of centerline, 24' AGL/636' MSL. **Rwy 23,** tree 4545' from departure end of runway, 1238' left of centerline, 717' MSL.

ATHENS, GA

ATHENS/BEN EPPS (AHN)
AMDT 1A 08129 (FAA)

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 021° to 2300 before turning West.

NOTE: **Rwy 2,** trees beginning 1168' from departure end of runway, 132' left of centerline, up to 90' AGL/870' MSL. Trees beginning 1064' from departure end of runway, 18' right of centerline, up to 90' AGL/856' MSL. Light on hangar 161' from departure end of runway, 392' left of centerline, 20' AGL/819' MSL. **Rwy 9,** tree 2114' from departure end of runway, 565' left of centerline, 100' AGL/824' MSL. Tree 1021' from departure end of runway, 674' right of centerline, 121' AGL/820' MSL. **Rwy 20,** trees beginning 964' from departure end of runway, 144' left of centerline, up to 86' AGL/856' MSL. Numerous trees and bushes beginning 81' from departure end of runway, 89' right of centerline, up to 74' AGL/834' MSL. Rising terrain beginning 85' from departure end of runway, 8' right of centerline, to 335' left of centerline, 791' MSL. **Rwy27,** trees beginning 375' from departure end of runway, 385' left of centerline, up to 110' AGL/809' MSL. Trees beginning 106' from departure end of runway, 407' right of centerline, up to 63' AGL/803' MSL. Antenna 1023' from departure end of runway, 365' left of centerline, 50' AGL/791' MSL.

ATLANTA, GA

COBB COUNTY-MCCOLLUM FIELD (RYY)
AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 200-1¾ or std. w/ min. climb of 223' per NM to 1400, or alternatively, with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway. **Rwy 27,** 300-1¾.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 093° to 1900 before proceeding south. **Rwy 27,** climb heading 273° to 1600 before proceeding southeast.

NOTE: **Rwy 9,** trees 1048' from DER, 588' left of centerline, up to 99' AGL/1039' MSL. Terrain 27' from DER, 375' right of centerline, 0' AGL/1005' MSL. Trees 1.4 NM from DER, 2561' right of centerline, up to 100' AGL/1239' MSL. **Rwy 27,** multiple vehicles on roads, buildings, railroads, and trees beginning 152' from DER, 17' left of centerline, up to 100' AGL/1179' MSL. Multiple vehicles on roads, buildings, railroads, and trees beginning 262' from DER, 6' right of centerline, up to 100' AGL/1159' MSL. Trees 1.4 NM from DER, 2670' left of centerline, up t o 100' AGL/1259' MSL.

ATLANTA, GA (CON'T)

DEKALB-PEACHTREE (PDK)
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2L,** 200-1½ or standard w/ min. climb of 270' per NM to 1300. **Rwy 2R,** 200-1 or std. w/ min. climb of 322' per NM to 1200. **Rwy 20R,** std. w/ min. climb of 316' per NM to 2400 or 1400-3 for climb in visual conditions. **Rwy 34,** std. w/ min. climb of 264' per NM to 1800 or 1400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 088° to 1700 before proceeding on course. **Rwy 16,** climb heading 159° to 2000 before proceeding on course. **Rwy 20L,** climb heading 150° to 3100 before proceeding on course. **Rwy 20R,** climb heading 150° to 3100 before proceeding on course, or for climb in visual conditions, cross Dekalb-Peachtree airport at or above 2300 before proceeding on course. **Rwy 27,** climb heading 268° to 1800 before proceeding on course. **Rwy 34,** for climb in visual conditions: cross Dekalb-Peachtree airport at or above 2300 MSL before proceeding on course

NOTE: **Rwy 2L,** terrain 1' from departure end of runway, 125' right of centerline, 978' MSL. Bush 74' from departure end of runway, 254' right of centerline, 57' AGL/1009' MSL. Trees beginning 240' from departure end of runway, left and right of centerline, up to 100' AGL 1115' MSL. Windsock, antenna, tower and building beginning 563' from departure end of runway, 153' left of centerline, up to 179' AGL/1177' MSL. **Rwy 2R,** trees beginning 62' from departure end of runway, left and right of centerline, up to 100' AGL/1142' MSL. Powerline 550' from departure end of runway, 499' right of centerline, 35' AGL/1031' MSL. **Rwy 9,** vehicles beginning 370' from departure end of runway, left and right of centerline, up to 15' AGL/994' MSL. Trees beginning 52' from departure end of runway, left and right of centerline, up to 100' AGL/1119' MSL. **Rwy 16,** trees beginning 225' from departure end of runway, left and right of centerline, up to 100' AGL/1084' MSL. Tower 11' from departure end of runway, 308' left of centerline, 29' AGL/ 1017' MSL. Windsock and sign beginning 2' from departure end of runway, 180' right of centerline, up to 44' AGL/1002' MSL. **Rwy 20L,** trees beginning 28' from departure end of runway, left and right of centerline, up to 100' AGL/1069' MSL. Pole, spire and sign beginning 255' from departure end of runway, 277' left of centerline up to 66' AGL/1028' MSL. **Rwy 20R,** trees beginning 25' from departure end of runway, left and right of centerline, up to 100' AGL/1069' MSL. Spire and pole beginning 1966' from departure end of runway, 94' right of centerline, up to 106' AGL/ 1071' MSL. Sign 1129' from departure end of runway, 778' left of centerline, 66' AGL/1028' MSL. **Rwy 27,** vehicles beginning 146' from departure end of runway, left and right of centerline, up to 15' AGL/1017' MSL. Trees beginning 150' from departure end of runway, left and right of centerline, up to 100' AGL/1107' MSL. **Rwy 34,** vehicles beginning 873' from departure end of runway, left and right of center line, 15' AGL/1036' MSL. Trees beginning 145' from departure end of runway, left and right of centerline, up to 100' AGL/1098' MSL. Sign, building and rod on building beginning 1287' from departure end of runway, 153' right of centerline, up to 57' AGL/1075' MSL. Poles beginning 956' from departure end of runway, 282' right of centerline up to 61'AGL/1071' MSL. Poles beginning 121' from departure end of runway, 284' left of centerline, 39' AGL/ 1090' MSL. Hangers beginning 341' from departure end of runway, left and right of centerline, 24' AGL/1022' MSL.

ATLANTA, GA (CON'T)

FULTON COUNTY AIRPORT-BROWN FIELD

TAKE-OFF MINIMUMS: **Rwys 8, 9, 14,** 400-1. **Rwy 32,** 700-3 or std. with a min. climb of 290' per NM to 1600. **Rwys 26, 27,** 500-1 or std. with a min. climb of 260' per NM to 1300.

DEPARTURE PROCEDURE: **Rwys 8, 9,** left turn, climb via heading 060° to 3100 before proceeding on course. **Rwy 14,** climb runway heading to 1400 at min. climb of 220' per NM before proceeding on course. **Rwys 26, 27, 32,** climb runway heading to 1400 before turning.

Departure procedure not required for aircraft with minimum climb of 300' per NM to 3100 or when weather is 1300-2 or better.

ATLANTA, GA (CON'T)

HARTSFIELD-JACKSON ATLANTA INTL

TAKE-OFF MINIMUMS: **Rwy 8R,** 300-1 or std. with a min. climb of 247' per NM to 1200 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 9L,** 300-1¼ or std. with a min. climb of 234' per NM to 1200 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 8R,** climb heading 092° to 1500 before turning right. **Rwy 9L,** climb heading 092° to 1500 before turning left.

NOTE: **Rwy 8L,** multiple trees beginning 930' from departure end of runway, 533' left of centerline up to 58' AGL/1048' MSL. Building 2705' from departure end of runway, 1061' left of centerline, 72' AGL/1068' MSL. **Rwy 8R,** Antenna on tower 4816' from departure end of runway, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from departure end of runway, 1666' right of centerline, 148' AGL/1145' MSL. Stack on building 1734' from departure end of runway, 945' left of centerline, 47' AGL/1043' MSL. **Rwy 9L,** rod on pole 5306' from departure end of runway, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from departure end of runway, 453' left of centerline, 3' AGL/981' MSL. **Rwy 10,** tower 4223' from departure end of runway, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from departure end of runway, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from departure end of runway, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from departure end of runway, 520' right of centerline, 43' AGL/1011' MSL. **Rwy 26L,** tree 1370' from departure end of runway, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from departure end of runway, 564' left of centerline, 50' AGL/1097' MSL. Rod on building 1249' from departure end of runway, 752' left of centerline, 52' AGL/1059' MSL. Building 1138' from departure end of runway, 636' left of centerline, 43' AGL/1057' MSL. **Rwy 26R,** multiple trees beginning 1786' from departure end of runway, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from departure end of runway, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from departure end of runway, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from departure end of runway, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from departure end of runway, 1069' right of centerline, 69' AGL/1121' MSL. **Rwy 27L,** hopper 3936' from departure end of runway, 1255' right of centerline, 96' AGL/1131' MSL. **Rwy 27R,** tree 4396' from departure end of runway, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from departure end of runway, 862' right of centerline, 68'AGL/1113' MSL. Light pole 1012' from departure end of runway, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from departure end of runway, 201' right of centerline up to 96' AGL/1131' MSL. Elevator4001' from departure end of runway, 207' right of centerline, 103' AGL/1125' MSL. **Rwy 28,** catenary 2001' from departure end of runway, 771' left of centerline, 60' AGL/1051' MSL.

ATLANTA, GA (CONT.)

NEWNAN-COWETA COUNTY

DEPARTURE PROCEDURE: **Rwy 32,** climbing left turn via heading 270° to 2100 before proceeding on course.

NOTE: **Rwy 32,** tree 1684' from departure end of runway, 784' right of centerline 100' AGL/1119' MSL.

PEACHTREE CITY-FALCON FIELD

TAKE-OFF MINIMUMS: **Rwy 13,** 200-1.

ATMORE, AL

ATMORE MUNI

NOTE: **Rwy 18,** vehicle on road 400' from departure end of runway, on centerline, 15' AGL/292' MSL.

AUBURN, AL

AUBURN-OPELIKA ROBERT G. PITTS

NOTE: **Rwy 18,** multiple trees beginning 1128' from departure end of runway, 559' right of centerline, up to 73' AGL/793' MSL, tree 1127' from departure end of runway, 464' left of centerline, 59' AGL/769' MSL. **Rwy 29,** multiple trees beginning 202' from departure end of runway, 51' left of centerline, up to 81' AGL/860' MSL. Multiple trees beginning 231' from departure end of runway, 9' right of centerline, up to 82' AGL/841' MSL. **Rwy 36,** multiple trees beginning 223' from departure end of runway, 21' left of centerline, up to 88' AGL/848' MSL. Multiple trees beginning 87' from departure end of runway, 44' right of centerline, up to 106' AGL/865' MSL.

AUGUSTA, GA

AUGUSTA RGNL AT BUSH FIELD (AGS)

AMDT 13 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ min. climb of 392' per NM to 2600 or 1700 - 2½ for climb in visual conditions. **Rwy 26,** 300-1 ¾ or std. w/ min. climb of 323' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 8,** for climb in visual conditions: cross Augusta Regional at Bush Field airport at or above 1700 MSL before proceeding on course. **Rwy 17,** climb heading 172° to 900 before turning east. **Rwy 26,** climb heading 262° to 1000 before turning east. **Rwy 35,** climb heading 352° to 1300 before turning east.

NOTE: **Rwy 8,** numerous trees beginning 560' from DER, 67' left of centerline, up to 80' AGL/209' MSL. Numerous trees beginning 821' from DER, 124' right of centerline, up to 80' AGL/209' MSL. **Rwy 17,** numerous trees beginning 746' from DER, 616' left of centerline, up to 72' AGL/203' MSL. Numerous trees beginning 1700' from DER, 759' right of centerline, up to 82' AGL/216' MSL. **Rwy 26,** numerous trees beginning 993' from DER, 295' left of centerline, up to 85' AGL/219' MSL. Light pole and numerous trees beginning 1016' from DER, 286' right of centerline, up to 71' AGL/205' MSL. Tree 4983' from DER, 1396' left of centerline, 100' AGL/329' MSL. Tree 1.4 NM from DER, 169' right of centerline, 112' AGL/361' MSL.

AUGUSTA, GA (CON'T)

DANIEL FIELD (DNL)

AMDT 5 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. w/ min climb of 385' per NM to 800. **Rwy 23,** 600-3 or std. w/ min. climb of 350' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 23,** climb heading 214° to 1300 before turning west. **Rwy 29,** climb heading 288° to 1000 before turning south.

NOTES: **Rwy 5,** rising terrain beginning 143' from departure end of runway, 260' right of centerline, 430' MSL. Building 315' from departure end of runway, 350' right of centerline, 50' AGL/479' MSL. Numerous trees beginning 992' from departure end of runway, 12' right of centerline, up to 100' AGL/569' MSL. Road and vehicle 348' from departure end of runway, on centerline, 17' AGL/446' MSL. Terrain beginning 178' from departure end of runway, 134' left of centerline up to 466' MSL. Building 392' from departure end of runway, 207' left of centerline, 50' AGL/489' MSL. Numerous trees beginning 636' from departure end of runway, 12' left of centerline, up to 100' AGL/579' MSL. **Rwy 11,** hangar 7' from departure end of runway, 493' right of centerline, 50' AGL/479' MSL. road and vehicle 253' from departure end of runway, on centerline, 17' AGL/446' MSL. Numerous trees beginning 449' from departure end of runway, 138' right of centerline, up to 100' AGL/529' MSL. Building 2232' from departure end of runway, 480' right of centerline, 106' AGL/509' MSL. Terrain beginning 80' from departure end of runway, 146' left of centerline, up to 430' MSL. Building 251' from departure end of runway, 531' left of centerline, 50' AGL/479' MSL. Building 483' from departure end of runway, 286' left of centerline, 50' AGL/479' MSL. Numerous trees beginning 564' from departure end of runway, 145' left of centerline, up to 100' AGL/529' MSL. **Rwy 23,** tower 2.4 NM from departure end of runway, 3437' right of centerline, 600' AGL/965' MSL. Numerous trees beginning 164' from departure end of runway, 10' left of centerline, up to 100' AGL/459' MSL. Numerous trees beginning 5' from departure end of runway, 113' right of centerline, up to 100' AGL/459' MSL. Building 279' from departure end of runway, 114' right of centerline, 50' AGL/409' MSL. **Rwy 29,** numerous trees beginning 7' from departure end of runway, 117' left of centerline up to 100' AGL/539' MSL. Building 31 1' from departure end of runway, 140' left of centerline, 50' AGL/459' MSL. Road and vehicle 4' from departure end of runway, 229' right of centerline, 17' AGL/446' MSL. Numerous trees beginning 31' from departure end of runway, 3' right of centerline, up to 100' AGL/539' MSL. Building 1480' from departure end of runway, 793' right of centerline, 50' AGL/489' MSL.

BAINBRIDGE, GA

DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)

ORIG 09211 (FAA)

NOTE: **Rwy 14,** trees beginning 938' from DER, 238' right of centerline, up to 100' AGL/249' MSL. **Rwy 27,** trees beginning 1050' from DER, 52' right of centerline, up to 100' AGL/196' MSL. Tree 1527' from DER, 63' left of centerline, 100' AGL/192' MSL.

BAXLEY, GA

BAXLEY MUNI (BHC)

ORIG 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 26,** climb heading 259° to 800 before turning north.

NOTE: **Rwy 8,** trees beginning 14' from departure end of runway, 149' left of centerline up to 70' AGL/285' MSL. Trees beginning 749' from departure end of runway, 465' right of centerline, up to 97' AGL/278' MSL. Poles, beginning 764' from departure end of runway, 393' right of centerline, up to 24' AGL/234' MSL. **Rwy 26,** trees beginning 41' from departure end of runway, 287' left of centerline up to 88' AGL/295' MSL. Trees beginning 228' from departure end of runway, 31' right of centerline up to 80' AGL/285' MSL.

BAY MINETTE, AL

BAY MINETTE MUNI

NOTE: **Rwy 8,** brush 115' from departure end of runway, 80' left of centerline, 5' AGL/253' MSL. **Rwy 26,** trees 1190' from departure end of runway, on centerline, 35' AGL/242' MSL. Brush 135' from departure end of runway, 91' left of centerline, 5' AGL/212' MSL. Tree 5494' from departure end of runway, 84' right of centerline, 100' AGL/348' MSL.

BESSEMER, AL

BESSEMER

NOTE: **Rwy 5,** numerous trees beginning 147' from departure end of runway, 33' left of centerline, up to 100' AGL/859' MSL. Numerous trees beginning 36' from departure end of runway, 8' right of centerline, up to 100' AGL/769' MSL. **Rwy 23,** terrain beginning 33' from departure end of runway, 102' left of centerline, up to 709' MSL. Tree 74' from departure end of runway, 163' right of centerline, 50' AGL/714' MSL. Tree 175' from departure end of runway, 439' left of centerline, 11' AGL/710' MSL.

BIRMINGHAM, AL

BIRMINGHAM-SHUTTLESWORTH INTL

TAKE-OFF MINIMUMS: **Rwy 6,** 800-6 or std. with a min. climb of 360' per NM to 1700. Air Carrier reductions not authorized. **Rwy 18,** 800-4 or std. with a min. climb of 340' per NM to 1700. **Rwy 36,** 800-2.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 1700 before turning on course. **Rwy 18,** climb runway heading to 2100 before turning on course. **Rwy 24,** climb runway heading to 2100 before turning on course. **Rwy 36,** climb runway heading to 1700 before turning on course.

BLAKELY, GA

EARLY COUNTY (BIJ)

ORIG 08045 (FAA)

NOTE: **Rwy 5,** trees beginning 12' from departure end of runway, 214' left of centerline, up to 100' AGL/319' MSL. Trees beginning 17' from departure end of runway, 122' right of centerline, up to 100' AGL/329' MSL. Vehicles on roadway, beginning 416' from departure end of runway, left and right of centerline, up to 17' AGL/236' MSL. Trains on railroad tracks beginning 883' from departure end of runway, 684' left of centerline, up to 23' AGL/242' MSL. **Rwy 23,** trees beginning at departure end of runway, 2924' right of centerline, up to 100' AGL/319' MSL. Trees beginning 417' from departure end of runway, left and right of centerline, up to 100' AGL/319' MSL. Vehicles on roadway, 537' from departure end of runway, 628'.right of centerline, up to 17'AGL/236' MSL. Buildings 1418' from departure end of runway, 203' left of centerline, up to 50' AGL/269' MSL.

BREWTON, AL

BREWTON MUNI

TAKE-OFF MINIMUMS: **Rwys 12, 24,** 300-1.

DEPARTURE PROCEDURE: **All runways,** climb runway heading to 400 before turning southbound.

BRUNSWICK, GA

BRUNSWICK GOLDEN ISLES

NOTE: **Rwy 7**, tree 1380' from departure end of runway, 840' right of centerline,38' AGL/57' MSL. **Rwy 25,** multiple trees beginning 1259' from departure end of runway, 688' right of centerline, up to 50'AGL/74' MSL.

MALCOLM-MCKINNON

TAKE-OFF MINIMUMS: **Rwys 4, 16, 22, 34,** 400-1.

DEPARTURE PROCEDURE: **Rwy 22,** climb runway heading to 400 before turning west.

BUTLER, AL

BUTLER-CHOCTAW COUNTY

NOTE: **Rwy 11,** multiple trees beginning 511' from departure end of runway, 3' right of centerline, up to 100' AGL/229' MSL. Multiple trees beginning 560' from departure end of runway, 191' left of centerline, up to 100' AGL/229' MSL. **Rwy 29,** multiple trees beginning 831' from departure end of runway, 361' right of centerline, up to 100' AGL/209' MSL. Multiple trees beginning 387' from departure end of runway, 333' left of centerline, up to 100' AGL/219' MSL.

BUTLER, GA

BUTLER MUNI

NOTE: **Rwy 18,** numerous trees beginning 268' from departure end of runway, 500' left of centerline, up to 100' AGL/759' MSL. Pylon 58' from departure end of runway, 449' left of centerline, 59' AGL/688' MSL. Numerous trees beginning 746' from departure end of runway, 420' right of centerline, up to 100' AGL/759' MSL.

CAIRNS AAF (KOZR)

FORT RUCKER, AL . . . . . ORIG, 09127

Rwy 6, 24, 18, 36, and Helipads C, G, A, D1, D2: Standard. All other helipads, NA.

DEPARTURE PROCEDURE: **Helipad C:** Climb heading 178° to 1000 before proceeding on course. **Helipad G:** Climb heading 178° to 1000 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 6:** Trees 483' from DER, 616' left of centerline 75' AGL/344' MSL. Trees 738' from DER, 641' right of centerline, 75'AGL/ 344' MSL. Trees 1,777' from DER, 825' left of centerline, 75' AGL/ 354' MSL. **Rwy 24:** Trees 266' from DER, 538' right of centerline, 75' AGL/354' MSL. Trees 2,501' from DER, 914' right of centerline, 75' AGL/375' MSL. Reflector 149' from DER, 149' right of centerline, 13' AGL/309' MSL. Reflector 149' from DER, 150' left of centerline, 13' AGL/309' MSL. Telephone poles beginning 1,068' from DER, 303' left of centerline, up to 23' AGL/332' MSL. **Rwy 18:** Trees 525' from DER, 578' left of centerline, 75' AGL/364' MSL. **Rwy 36:** Trees 1,199' from DER, 783' right of centerline, 75' AGL/384' MSL. Trees 3,149' from DER, 1,104' right of centerline, 75' AGL/394' MSL.

CAIRO, GA

CAIRO-GRADY COUNTY (70J)

AMDT 2 08101 (FAA)

TAKE-OFF MINIMUMS: STANDARD

CALHOUN, GA

TOM B. DAVID FIELD

TAKE-OFF MINIMUMS: **Rwy 17,** 500-3 or std. with a min. climb of 251' per NM to 1300. **Rwy 35,** 500-2½ or std. with a min. climb of 264' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 170° to 2000 before turning. **Rwy 35,** climb via heading 350° to 2000 before turning.

NOTE: **Rwy 17,** tree 12,771' from departure end of runway, 6143' left of centerline, 100' AGL/1119' MSL. **Rwy 35,** two towers 12,928' from departure end of runway, 587' right of centerline, 100' AGL/1008' MSL.

CAMILLA, GA

CAMILLA-MITCHELL COUNTY (CXU)

AMDT 1 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 081° to 1100 before turning right.

NOTE: **Rwy 8,** trees beginning 44' from departure end of runway, 470' left of centerline, up to 100' AGL/284' MSL. Trees beginning 876' from departure end of runway, 404' right of centerline, up to 100' AGL/274' MSL. **Rwy 26,** vehicle on road beginning 53' from departure end of runway, left and right of centerline, up to 15' AGL/186' MSL. Trees beginning 218' from departure end of runway, 413' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1758' from departure end of runway, 548' right of centerline, up to 100' AGL/269' MSL.

CANON, GA

FRANKLIN COUNTY (18A)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 400-2¼ or std. w/ min. climb of 217' per NM to 1400. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: **Rwy 8,** trees beginning 142' from departure end of runway, 9' right of centerline, up to 110' AGL/1006' MSL. Trees beginning 469' from departure end of runway, 43' left of centerline, up to 114' AGL/1004' MSL. **Rwy 26,** trees beginning 134' from departure end of runway, 301' right of centerline, up to 57' AGL/885' MSL. Trees beginning 514' from departure end of runway, 26' left of centerline, up to 73' AGL/902' MSL.

CANTON, GA

CHEROKEE COUNTY (47A)

AMDT 1 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** std. w/ min. climb of 300' per NM to 4000, or 1500-3 for climb in visual conditions. **Rwy 22,** 300-1 or std. w/ min. climb of 236' per NM to 1500. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 4,** for climb in visual conditions: cross Cherokee County Airport at or above 2600 MSL before proceeding on course. **Rwy 22,** climb heading 226° to 2500 before turning right.

NOTE: **Rwy 4,** trees beginning 56' from departure end of runway, 163' left of centerline, up to 100' AGL/1779' MSL. Trees beginning 497' from departure end of runway, 72' right of centerline, up to 100' AGL/1839' MSL. **Rwy 22,** trees beginning 163' from departure end of runway, 336' right of centerline, up to 100' AGL/1359' MSL. Trees beginning 141' from departure end of runway, 45' left of centerline, up to 100' AGL/1211' MSL.

CARROLLTON, GA

WEST GEORGIA RGNL-O V GRAY FIELD (CTJ)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1 or std. w/ min. climb of 276' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 348° to 1800 before turning east.

NOTE: **Rwy 17,** trees beginning 261' from DER, 433' right of centerline, up to 100' AGL/1219' MSL. Trees beginning 301' from DER, 449' left of centerline, up to 100' AGL/1199' MSL. **Rwy 35,** trees beginning 123' from DER, 3' left of centerline, up to 100' AGL/1283' MSL. Trees beginning 1189' from DER, 127' right of centerline, up to 100' AGL/1283' MSL. Vehicle on road 2489' from DER, 477' left of centerline, 17' AGL/1235' MSL.

CARTERSVILLE, GA

CARTERSVILLE

TAKE-OFF MINIMUMS: **Rwy 1,** 500-2¼ or std. w/ min. climb of 361' per NM to 1300. **Rwy 19,** 400-2½ or std. w/ min. climb of 600' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 007° to 2300 before proceeding on course. **Rwy 19,** climb heading 187° to 1300 before turning westbound.

NOTE: **Rwy 1,** trees beginning 24' from departure end of runway, 236' left of centerline, up to 74' AGL/798' MSL. Brush 199' from departure end of runway, 160' right of centerline, 26' AGL/756' MSL. Tree 1253' from departure end of runway, 641' right of centerline, 69' AGL/808' MSL. Trees beginning 8789' from departure end of runway, 2511' right of centerline, up to 100' AGL/1199' MSL. **Rwy 19,** terrain 194' from departure end of runway, 466' left of centerline, 0' AGL/775' MSL. Trees beginning 2357' from departure end of runway, 44' left of centerline, up to 80' AGL/1079' MSL. Trees beginning 2312' from departure end of runway, 119' right of centerline, up to 80' AGL/1019' MSL.

CEDARTOWN, GA

POLK COUNTY AIRPORT - CORNELIUS MOORE FIELD (4A4)

ORIG 09099 (FAA)

NOTE: **Rwy 9,** trees beginning 0' from DER, 340' right of centerline, up to 100' AGL/1059' MSL. Trees beginning 200' from DER, 204' left of centerline, up to 100' AGL/1059' MSL. **Rwy 27,** trees beginning 0' from DER, 310' right of centerline, up to 100' AGL/1059' MSL. Trees beginning 279' from DER, 414' left of centerline, up to 100' AGL/1059' MSL. Powerline 1407' from DER, 643' right of centerline, 65' AGL/1012' MSL.

CENTRE, AL

CENTRE MUNI

DEPARTURE PROCEDURE: **Rwy 27,** climb on runway heading to 1500 before turning left.

CENTRE-PIEDMONT CHEROKEE COUNTY RGNL (PYP)

ORIG 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 7,** Climb heading 067° to 1400 before turning South. **Rwy 25,** Climb heading 247° to 2500 before turning South.

NOTE: **Rwy 7,** multiple trees beginning 1481' from departure end of runway, 456' right of centerline up to 100' AGL/709' MSL. Multiple trees beginning 2273' from departure end of runway, 434' left of centerline up to 100' AGL/689' MSL. **Rwy 25,** multiple trees beginning 2780' from departure end of runway, 245' right of centerline up to 100' AGL/689' MSL. Tree 3093' from departure end of runway, 516' left of centerline 100' AGL/679' MSL.

CENTREVILLE, AL

BIBB COUNTY (0A8)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. w/ min. climb of 330' per NM to 600. **Rwy 28,** 300-2 or std. w/ min. climb of 300' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 097° to 1000 before turning left.

NOTE: **Rwy 10,** brush 430' from departure end of runway, 42' right of centerline, 48' AGL/268' MSL. Trees beginning 4800' from departure end of runway, 1397' left of centerline, up to 100' AGL/479' MSL. **Rwy 28,** trees beginning at departure end of runway, 239' left of centerline, up to 100' AGL/339' MSL. Trees beginning at departure end of runway, 309' right of centerline, up to 100' AGL/499' MSL.

CLANTON, AL

GRAGG-WADE FIELD

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1. **Rwy 26,** 200-1 or std. with a min. climb of 250' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 8,26,** climb runway heading to 1000 before turning on course.

CLAXTON, GA

CLAXTON-EVANS COUNTY (CWV)

ORIG 08269 (FAA)

NOTE: **Rwy 9,** trees beginning at departure end of runway, left and right of centerline, up to 100' AGL/199' MSL. **Rwy 27,** trees beginning at departure end of runway, left and right of centerline, up to 100' AGL/229' MSL. Vehicles on highway beginning 236' from departure end of runway, left and right of centerline, up to 17' AGL/136' MSL.

CLAYTON, AL

CLAYTON MUNI

TAKE-OFF MINIMUMS: **Rwy 9,** 400-1 or std. with a min. climb of 350' per NM to 1000. **Rwy 27,** 400-1 or std. with a min. climb of 300' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 9, 27,** climb runway heading to 1000 before turning.

COCHRAN, GA

COCHRAN (48A)

AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1¾ or std. w/ min. climb of 316' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 049° to 1700 before turning left. **Rwy 11,** climb heading107° to 1200 before turning left. **Rwy 23,** climb heading 229° to 900 before proceeding on course. **Rwy 29,** climb heading 287° to 900 before turning right.

NOTE: **Rwy 5,** trees beginning 10' from DER, left and right of centerline, up to 100' AGL/419' MSL. **Rwy 11,** mobile sprinklers, 166' from DER, 331' right of centerline, up to 24' AGL/345' MSL. Trees beginning 979' from DER, 753' left of centerline, up to 100' AGL/409' MSL. Trees beginning 1118' from DER, 678' right of centerline, up to 100' AGL/395' MSL. **Rwy 23,** road beginning 196' from DER, 541' left of centerline, 15' AGL/344' MSL. Trees beginning 746' from DER, 302' left of centerline, up to 100' AGL/499' MSL. Trees beginning 1061' from DER, 473' right of centerline, up to 100' AGL/539' MSL. **Rwy 29,** ground and trees beginning 42' from DER, 480' right of centerline, up to 100' AGL/464' MSL. Trees beginning 212' from DER, 367' left of centerline, up to 100' AGL/442' MSL.

COLUMBUS, GA

COLUMBUS METROPOLITAN

TAKE-OFF MINIMUMS: **Rwy 24,** 1100-2 or std. with a min. climb of 220' per NM to 1800. **Rwy 31,** 300-2, or std. with a min. climb of 300' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 6,** climb via heading 056° to 1400 before turning southbound. **Rwy 13,** climb via heading 070° to 1900 before turning southbound. **Rwy 24,** climb via heading 280° to 1900 before turning southeastbound. **Rwy 31,** climb via heading 307° to 1400 before turning southbound.

NOTE: **Rwy 6,** multiple trees beginning 2130' from departure end of runway, 6' left of centerline, up to 100' AGL/405' MSL. Multiple trees beginning 748' from departure end of runway, 1' right of centerline, up to 100' AGL/501' MSL. Spike 5091' from departure end of runway, 1282' left of centerline, 90' AGL/532' MSL. Building 636' from departure end of runway, 245' left of centerline, 10' AGL/417' MSL. **Rwy 13,** antenna 4.2 NM from departure end of runway, 5975' right of centerline, 1318' AGL/1703' MSL. Tower 4.2 NM from departure end of runway, 5893' right of centerline, 1315' AGL/1700' MSL. Tower 4.3 NM from departure end of runway, 3635' right of centerline, 1146' AGL/1514' MSL. Antenna 4.3 NM from departure end of runway, 3637' right of centerline, 1143' AGL/1511' MSL. Flag pole 1143' from departure end of runway, 533' right of centerline, 75' AGL/433' MSL, tree 396' from departure end of runway, 233' left of centerline, 32' AGL/391' MSL. Tree 1957' from departure end of runway, 182' right of centerline, 55' AGL/428' MSL. Bush 101' from departure end of runway, 55' right of centerline, 9' AGL/378' MSL. Multiple light beginning 276' from departure end of runway, 292' right of centerline, up to 40' AGL/380' MSL. **Rwy 24,** multiple towers beginning 6.2 NM from departure end of runway, 1.2 NM right of centerline, up to 784' AGL/1398' MSL. Treee 2709' from departure end of runway, 1121' right of centerline, 70' AGL/479' MSL. Tree 2663' from departure end of runway, 1043' right of centerline, 85' AGL/475' MSL. Tree 2906' from departure end of runway, 534' left of centerline, 54' AGL/454' MSL. Tree 3183' from departure end of runway, 990' left of centerline, 58' AGL/458' MSL. **Rwy 31,** multiple trees beginning 1328' from departure end of runway, 146' right of centerline, up to 159' AGL/528' MSL. Antenna 4863' from departure end of runway, 230' right of centerline, 32' AGL/552' MSL. Sign 1601' from departure end of runway, 274' left of centerline, 48' AGL/463' MSL. Tower 1.2 NM from departure end of runway, 63' left of centerline, 183' AGL/598' MSL. Antenna 5201' from departure end of runway, 1096' left of centerline, 72' AGL/551' MSL. Pole 277' from departure end of runway, 384' right of centerline, 47' AGL/427' MSL. Pole 617' from departure end of runway, 174' left of centerline, 50' AGL/421' MSL. Bush 319' from departure end of runway, 99' left of centerline, 38' AGL/408' MSL. Pole 529' from departure end of runway, 33' left of centerline, 43' AGL/413' MSL.

CORDELE, GA

CRISP COUNTY-CORDELE

NOTE: **Rwy 5,** multiple trees beginning 120' from departure end of runway, 201' left of centerline, up to 100' AGL/391' MSL. Multiple trees beginning 364' from departure end of runway, 235' right of centerline, up to 100' AGL/412' MSL. **Rwy 10,** multiple trees beginning 21' from departure end of runway, 376' left of centerline, up to 100' AGL/409' MSL. Multiple trees beginning 627' from departure end of runway, 254' right of centerline, up to 100' AGL/426' MSL. Pole 822' from departure end of runway, 258' left of centerline, 21' AGL/343' MSL. Pole 1023' from departure end of runway, 335' left of centerline, 31' AGL/341' MSL. Vehicle on road 434' from departure end of runway, 405' right of centerline, 16' AGL/326' MSL. Vent on building 741' from departure end of runway, 339' right of centerline, 21' AGL/331' MSL. **Rwy 23,** multiple trees beginning 162' from departure end of runway, 248' left of centerline, up to 100' AGL/382' MSL. Multiple trees beginning 340' from departure end of runway, 342' right of centerline, up to 100' AGL/391' MSL. **Rwy 28,** multiple trees beginning 1235' from departure end of runway, 107' left of centerline, up to 100' AGL/388' MSL. Multiple trees beginning 101' from departure end of runway, 277' right of centerline, up to 100' AGL/400' MSL.

CORNELIA, GA

HABERSHAM COUNTY

TAKE-OFF MINIMUMS: **Rwy 6,** 500-2 or std. with a min. climb of 240' per NM to 1900.

NOTE: **Rwy 6,** tower 1.22 NM from departure end of runway, 249' right of centerline, 380' AGL/1656' MSL. Tank, 1.62 NM northeast of departure end of runway, 2391' right of centerline, 177' AGL/1746' MSL.

COURTLAND, AL

LAWRENCE COUNTY (9A4)

ORIG 09099 (FAA)

NOTE: **Rwy 31,** trees 4244' from DER, 888' right of centerline, 100' AGL/699' MSL.

COVINGTON, GA

COVINGTON MUNI (9A1)

AMDT 1 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28,** 200-1 or std. w/ min. climb of 259' per NM to 1100.

NOTE: **Rwy 10,** terrain 18' from departure end of runway, 485' left of centerline, 817' MSL. Power pole 987' from departure end of runway, 107' right of centerline, 25' AGL/844' MSL. Trees beginning 1399' from departure end of runway, 300' left of centerline, up to 70' AGL/875' MSL. Tree 3902' from departure end of runway, 1535' right of centerline, 73' AGL/844' MSL. **Rwy 28,** trees beginning 1065' from departure end of runway, 34' left of centerline, up to 116' AGL/894' MSL. Trees beginning 1286' from departure end of runway, 435' right of centerline, up to 109' AGL/888' MSL. Water tower 5029' from departure end of runway, 1579' left of centerline, 162' AGL/961' MSL.

CULLMAN, AL

FOLSOM FIELD

TAKE-OFF MINIMUMS: **Rwy 2,** 400-1. **Rwy 20,** 300-1.

DEPARTURE PROCEDURE: **Rwys 2, 20,** climb runway heading to 1500 before turning on course.

DALLAS, GA

PAULDING COUNTY RGNL (PUJ)

ORIG 09071 (FAA)

NOTE: **Rwy 13,** trees beginning 14' from DER, left and right of centerline, up to 100' AGL/1339' MSL. **Rwy 31,** trees beginning 490' from DER, left and right of centerline, up to 100' AGL/1399' MSL.

DALTON, GA

DALTON MUNI

DEPARTURE PROCEDURE: **Rwy 14,** climb on heading between 112° clockwise to 320° from departure end of runway, or minimum climb of 406' per NM to 5400 for all other courses. **Rwy 32,** climb on heading between 336° clockwise to 026° from departure end of runway, or minimum climb of 380' per NM to 5400 for all other courses.

NOTE: **Rwy 32,** numerous trees beginning 674' from departure end of runway, 515' right of centerline, up to 65' AGL/807' MSL. Scrub, building, and numerous trees beginning 5' from departure end of runway, 273' left of centerline, up to 72' AGL/834' MSL.

DAWSON, GA

DAWSON MUNI

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1or std. with a min. climb of 270' per NM to 600.

DECATUR, AL

PRYOR FIELD RGNL

NOTE: **Rwy 18,** multiple trees beginning 461' from departure end of runway, 179' right of centerline, up to 100' AGL/697' MSL. **Rwy 36,** tree 2582' from departure end of runway, 791' right of centerline, 100' AGL/685' MSL.

DEMOPOLIS, AL

DEMOPOLIS MUNI (DYA)

AMDT 1 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** 300-1 or std. w/ min. climb of 370' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4,** trees beginning at DER, 196' left and 151' right of centerline up to 100' AGL/209' MSL. **Rwy 22,** trees beginning 295' from DER, 245' right of centerline up to 100' AGL/209' MSL. Stack 4902' from DER, 1717' right of centerline, 180' AGL/273' MSL. Water tank 5607' from DER, 1066' right of centerline, 148' AGL/243' MSL. Stack 4875' from DER, 2209' right of centerline, 295' AGL/391' MSL.

DOBBINS ARB (KMGE)

MARIETTA, GA . . . . . AMDT 3, 09183

Rwy 29, 900-3*

* Or standard with minimum climb of 290/NM to 2300.

TAKE-OFF OBSTACLES: **Rwy 29:** 1255' MSL trees, 2300' to 5300' from departure end of rwy, extending 1600' left to 1700' right of centerline. 1130' MSL power pole, 2405' from departure end of rwy, 1066' left of centerline. 1138' MSL power pole, 2471' from departure end of rwy, 1095' left of centerline. 1140' MSL light pole, 2511' from departure end of rwy, 1162' right of centerline. 1143' MSL light pole, 2688' from departure end of rwy, 1139' right of centerline. 1165' MSL antenna, 3029' from departure end of rwy, 1034' left of centerline. 1165' MSL power pole, 3728' from departure end of rwy, 204' left of centerline. **Rwy 11:** 1020' MSL power pole, 1081' from departure end of rwy, 711' left of centerline. 1022' MSL tree, 1094' from departure end of rwy, 786' right of centerline. 1024' MSL power pole, 1163' from departure end of rwy, 785' left of centerline. 1023' MSL tree, 1170' from departure end of rwy, 752' right of centerline. 1025' MSL power pole, 1278' from departure end of rwy, 567' left of centerline. 1038' MSL trees, 1313' to 1457' from departure end of rwy, extending 657' to 706' right of centerline. 1048' MSL trees, 1614' from departure end of rwy, 925' left of centerline. 1097' MSL trees, 2600' to 2700' from departure end of rwy, extending 900' to 1200' right of centerline. 1088' MSL trees, 3300' from departure end of rwy, 295' right of centerline. 1141' MSL trees, 4150' to 4950' from departure end of rwy, extending 1050' to 1700' left of centerline. 1112' MSL power pole, 4469' from departure end of rwy, 1616' right of centerline. 1170' MSL tree, 5905' from departure end of rwy, 718' right of centerline. 1147' MSL tree, 6136' from departure end of rwy, 297' left of centerline.

DONALSONVILLE, GA

DONALSONVILLE MUNI (17J)

ORIG 09239 (FAA)

NOTE: **Rwy 18,** trees beginning 565' from DER, 107' right of centerline, up to 100' AGL/239' MSL. Vehicle on road, 608' from DER, on centerline, 15' AGL/154' MSL. **Rwy 36,** trees beginning 857' from DER, 326' right of centerline, up to 100' AGL/259' MSL. Trees beginning 1916' from DER, 974' left of centerline, up to 100' AGL/249' MSL.

DOTHAN, AL

DOTHAN RGNL (DHN)

ORIG 08101 (FAA)

NOTE: **Rwy 18,** trees beginning 2047' from departure end of runway, 54' right of centerline, up to 75' AGL/457' MSL. **Rwy 32,** trees beginning 418' from departure end of runway, 575' left of centerline, up to 59' AGL/430' MSL. REILs beginning 43' from departure end of runway, 150' left and 137' right of centerline, up to 3' AGL/402' MSL. **Rwy 36,** trees beginning 628' from departure end of runway, 362' right of centerline, up to 45' AGL/424' MSL.

DOUGLAS, GA

DOUGLAS MUNI

TAKE-OFF MINIMUMS: **Rwy 4,** 600-2 or std. with a min. climb of 230' per NM to 1000.

NOTE: **Rwy 4,** tower 3.13 NM from departure end of runway, 2080' right of centerline, 560' AGL/792' MSL.

DUBLIN, GA

W. H. "BUD" BARRON

NOTE: **Rwy 2,** trees beginning 2028' from departure end of runway, 810' left of centerline, up to 100' AGL/419' MSL. Interstate with vehicle 754' from departure end of runway, 88' right of centerline, 17' AGL/326' MSL. **Rwy 20,** trees beginning 2766' from departure end of runway, 839' right of centerline, up to 100' AGL/419' MSL. Road with vehicle 850' from departure end of runway, 91' left of centerline, 15' AGL/285' MSL. **Rwy 14,** trees beginning 1904' from departure end of runway, 167' right of centerline, up to 100' AGL/409' MSL. Trees beginning 1764' from departure end of runway, 67' left of centerline, up to 100' AGL/399' MSL. **Rwy 32,** trees beginning 1034' from departure end of runway, 193' right of centerline, up to 100' AGL/409' MSL. Trees beginning 1052' from departure end of runway, 220' left of centerline, up to 100' AGL/489' MSL.

EASTMAN, GA

HEART OF GEORGIA RGNL

NOTE: **Rwy 2,** trees 2272' from departure end of runway, 106' right of centerline, 100' AGL/429' MSL. Trees 2833' from departure end of runway, 505' right of centerline, 100' AGL/439' MSL. Trees 3332' from departure end of runway, 1130' right of centerline, 100' AGL/449' MSL. **Rwy 20,** trees 802' from departure end of runway, 510' left of centerline, 100' AGL/379' MSL. Trees 1081' from departure end of runway, 126' right of centerline, 100' AGL/369' MSL.

ELBERTON, GA

ELBERT COUNTY-PATZ FIELD (27A)

ORIG 08325 (FAA)

NOTE: **Rwy 10,** tree 1100' from departure end of runway, 349' right of centerline, 68' AGL/648' MSL. Tree 1800' from departure end of runway, 68' left of centerline, 100' AGL/679' MSL. **Rwy 28,** tree 2699' from departure end of runway, 300' left of centerline, 100' AGL/719' MSL. Tree 200' from departure end of runway, 200' right of centerline, 100' AGL/650' MSL. Terrain beginning 66' from departure end of runway, 222' right of centerline, up to 627' MSL.

ENTERPRISE, AL

ENTERPRISE MUNI (EDN)

ORIG 09239 (FAA)

NOTE: **Rwy 5,** trees beginning 260' from DER, 50' left of centerline, up to 100' AGL/469' MSL. Tree 122' from DER, 177' right of centerline, 100' AGL/459' MSL. **Rwy 23,** trees beginning 8' from DER, 203' right of centerline, up to 44' AGL/386' MSL. Trees beginning 10' from DER, 336' left of centerline, up to 28' AGL/370' MSL.

EUFAULA, AL

WEEDON FIELD

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 1000 before turning westbound.

EVERGREEN, AL
MIDDLETON FIELD (GZH)
AMDT 1 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwy 28,** 300-1¾ or std. w/ min. climb of 260' per NM to 600.
DEPARTURE PROCEDURE: **Rwy 19,** climb heading 183° to 800 before turning left.
NOTE: **Rwy 1,** trees and terrain beginning 231' from departure end of runway, 116' right of centerline, up to 100' AGL/399' MSL. Trees and terrain beginning 183' from departure end of runway, 53' left of centerline, up to 100' AGL/399' MSL. **Rwy 10,** trees and terrain beginning 41' from departure end of runway, 21 1' right of centerline, up to 100' AGL/359' MSL. Trees and terrain beginning 197' from departure end of runway, 3' left of centerline, up to 100' AGL/369' MSL. **Rwy 19,** trees and terrain beginning 42' from departure end of runway, 6' right of centerline, up to 100' AGL/419' MSL. Trees and terrain beginning 18' from departure end of runway, 22' left of centerline, up to 100' AGL/469' MSL **Rwy 28,** tree and terrain beginning 6' from departure end of runway, 126' right of centerline, up to 100' AGL/449' MSL, trees and terrain beginning 55' from departure end of runway, 58' left of centerline, up to 100' AGL/489' MSL.

FAIRHOPE, AL
H L SONNY CALLAHAN
NOTE: **Rwy 1**, brush beginning 122' from departure end of runway, left of centerline up to 10' AGL/99' MSL. **Rwy 19**, brush beginning 23' from departure end of runway, left and right of centerline up to 10' AGL/99' MSL.

FAYETTE, AL
RICHARD ARTHUR FIELD (M95)
AMDT 1 08045 (FAA)
NOTE: **Rwy 18,** 300-1¼ or std. w/ min. climb of 349' per NM to 700. **Rwy 36,** 300-1 or std. w/ min. climb of 306' per NM to 600.
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 183° to 1200 before proceeding on course.
NOTE: **Rwy 18,** terrain beginning at departure end of runway, 142' right of centerline, up to 335' MSL. Multiple trees beginning 230' from departure end of runway, 28' right of centerline, up to 100' AGL/435' MSL. Multiple trees beginning 40' from departure end of runway, 102' left of centerline, up to 93' AGL/ 418' MSL. Tower 1.0 NM from departure end of runway, 1395' right of centerline, 224' AGL/549' MSL. **Rwy 36,** tower 39' from departure end of runway, 341' left of centerline, 40' AGL/399' MSL. Multiple trees beginning 390' from departure end of runway, 14' right of centerline, up to 109' AGL/478' MSL. Multiple trees beginning 414' from departure end of runway, 67' left of centerline, up to 100' AGL/519' MSL. Multiple buildings beginning 244' from departure end of runway, 320' left of centerline, up to 21' AGL/391' MSL. Building 281' from departure end of runway, 289' right of centerline, 24' AGL/374' MSL. Multiple poles beginning 230' from departure end of runway, 203' left of centerline, up to 72' AGL/462' MSL. Multiple poles beginning 67' from departure end of runway, 210' right of centerline, up to 47' AGL/406' MSL. Vehicles on road 55' from departure end of runway, 232' right of centerline, up to 15' AGL/ 370' MSL.

FITZGERALD, GA
FITZGERALD MUNI
TAKE-OFF MINIMUMS: **Rwy 1,** 500-1.
DEPARTURE PROCEDURE: **Rwy 32,** climb runway heading to 900 before turning right.

FLORALA, AL
FLORALA MUNI (0J4)
ORIG 09183 (FAA)
NOTE: **Rwy 4,** trees beginning 14' from DER, 200' right of centerline, up to 100' AGL/419' MSL. Trees beginning 470' from DER, 54' left of centerline, up to 100' AGL/429' MSL. Vehicles on roadway beginning 417' from DER, left and right of centerline, up to 15' AGL/344' MSL. **Rwy 22,** trees beginning 16' from DER, 275' right of centerline, up to 100' AGL/409' MSL. Vehicles on roadway beginning 30' from DER, 298' right of centerline, up to 17' AGL/326' MSL. Trees beginning 340' from DER, 230' left of centerline, up to 100' AGL/379' MSL. Trees beginning 1164' from DER, left and right of centerline, up to 100' AGL/369' MSL.

FOLEY, AL
FOLEY MUNI (5R4)
AMDT 1 09239 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** std. w/ min. climb of 240' per NM to 2800, or 1200-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 36,** for climb in visual conditions, cross Foley Muni airport at or above 1100 before proceeding on course.
NOTE: **Rwy 18,** fence 52' from DER, 341' right of centerline, 12' AGL/77' MSL. Trees beginning 81' from DER, 339' left of centerline, up to 81' AGL/146' MSL. Vehicles on roadway 444' from DER, left and right of centerline, up to 15' AGL/106' MSL. Tree 1173' from DER, 558' right of centerline, 86' AGL/151' MSL. Trees beginning 1815' from DER, left and right of centerline, up to 112' AGL/177' MSL. **Rwy 36,** trees beginning 68' from DER, 360' left of centerline, up to 94' AGL/159' MSL. Trees beginning 77' from DER, 365' right of centerline, up to 97' AGL/162' MSL. Trees beginning 1126' from DER, left and right of centerline, up to 97' AGL/157' MSL. Vehicles on roadway 1176' from DER, left and right of centerline, up to 15' AGL/98' MSL. Pole 1216' from DER, 408' right of centerline, 35' AGL/95' MSL. Pole 1357' from DER, 112' left of centerline, 36' AGL/101' MSL. Pole 1513' from DER, 183' left of centerline, 39' AGL/104' MSL.

FORT PAYNE, AL
ISBELL FIELD
TAKE-OFF MINIMUMS: **Rwy 4,** 300-2 or std. with a min. climb of 375' per NM to 1500. **Rwy 22,** 600-3 or std. with a min. climb of 265' per NM to 1500.
DEPARTURE PROCEDURE: **Rwys 4, 22,** climb runway heading to 2000 before turning on course.

FORT STEWART (HINESVILLE), GA

WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL (LHW)

ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6R, 15R, 24L, 33L,** NA-Obstacles.

NOTE: **Rwy 6L,** trees beginning 191' from DER, 207' left of centerline, up to 100' AGL/139' MSL. Trees beginning 27' from DER, 292' right of centerline, up to 100' AGL/149' MSL. **Rwy 15L,** trees beginning 201' from DER, 84' left of centerline, up to 100' AGL/129' MSL. Trees 249' from DER, 171' right of centerline, 100' AGL/139' MSL. **Rwy 24R,** trees beginning 80' from DER, 48' left of centerline, up to 100' AGL/159' MSL. Trees beginning 145' from DER, 317' right of centerline, up to 100' AGL/159' MSL. **Rwy 33R,** trees beginning 104' from DER, 101' left of centerline, up to 100' AGL/179' MSL. Trees beginning 68' from DER, 32' right of centerline, up to 100' AGL/159' MSL.

GADSDEN, AL

NORTHEAST ALABAMA RGNL (GAD)

AMDT 3 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** std. w/ min climb of 340' per NM to 1700 or 1300-2½ for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 290' per NM to 2200 or 1300-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 061° to 1300 before proceeding on course. **Rwy 18,** for climb in visual conditions cross Northeast Alabama Rgnl Airport at or above 1700 before proceeding on course. **Rwy 24,** climb heading 241° to 2000 before proceeding on course. **Rwy 36,** climb heading 360° to 2200 before proceeding on course or for climb in visual conditions cross Northeast Alabama Rgnl Airport at or above 1700 before proceeding on course.

NOTE: **Rwy 6,** trees beginning 260' from departure end of runway, 286' right of centerline, up to 68' AGL/607' MSL. Trees beginning 899' from departure end of runway, 124' left of centerline, up to 100' AGL/639' MSL. **Rwy 18,** trees beginning 362' from departure end of runway, 15' left of centerline, up to 100' AGL/664' MSL. Trees beginning 1471' from departure end of runway, 220' right of centerline, up to 100' AGL/679' MSL. **Rwy 24,** trees beginning 1437' from departure end of runway, 820' left of centerline, up to 100' AGL/659' MSL. Trees beginning 2020' from departure end of runway, 897' right of centerline, up to 100' AGL/659' MSL. **Rwy 36,** trees beginning 102' from departure end of runway, 261' right of centerline, up to 100' AGL/659' MSL. Trees beginning 303' from departure end of runway, 70' left of centerline, up to 100' AGL/639' MSL. Tower 6045' from departure end of runway, 1155' right of centerline, 160' AGL/705' MSL.

GAINESVILLE, GA

LEE GILMER MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¼ or std. w/ min. climb of 311' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 055° to 2100 before proceeding on course. **Rwy 11,** climb heading 110° to 1900 before turning north. **Rwy 23,** climb heading 224° to 2700 before turning south.

NOTE: **Rwy 5,** multiple trees beginning 662' from departure end of runway, 78' right of centerline, up to 93' AGL/1330' MSL. Multiple trees and pole beginning 301' from departure end of runway, on centerline, up to 137' AGL/1361' MSL. Chimney 2298' from departure end of runway, 618' left of centerline, 131' AGL/1349' MSL. Building 73' from departure end of runway, 356' right of centerline, 18' AGL/1252' MSL. Tower 6415' from departure end of runway, 404' left of centerline, 206' AGL/1426' MSL. Tower 6538' from departure end of runway, 486' left of centerline, 214' AGL/1428' MSL. **Rwy 11,** trees 770' from departure end of r unway, on centerline, 60' AGL/1317' MSL. **Rwy 23,** multiple trees beginning 443' from departure end of runway, 220' right of centerline, up to 98' AGL/1319' MSL. Trees 415' from departure end of runway, 304' left of centerline, 86' AGL/1291' MSL. **Rwy 29,** trees 1256' from departure end of runway, on centerline, 52' AGL/1306' MSL.

GREENSBORO, GA

GREENE COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 24,** 400-2 or std. with a min. climb of 380' per NM to 1000.

GREENVILLE, AL

MAC CRENSHAW MEMORIAL

DEPARTURE PROCEDURE: **Rwy 14**, climb via heading 142° to 900 before proceeding on course, **Rwy 32**, climb via heading 322° to 900 before proceeding on course.

NOTE: **Rwy 14**, tower 2934' from departure end of runway, 565' right of centerline, 104' AGL/528' MSL, tree 1400' from departure end of runway, on centerline, 60' AGL/485' MSL.

GRIFFIN, GA

GRIFFIN-SPALDING COUNTY

DEPARTURE PROCEDURE: **Rwy 32,** climb runway heading to 1200 before turning left.

GULF SHORES, AL

JACK EDWARDS

NOTE: **Rwy 17,** multiple trees beginning 1300' from departure end of runway, on centerline, up to 55' AGL/67' MSL. **Rwy 27,** multiple trees beginning 837' from departure end of runway, 66' left of centerline, up to 99' AGL/103' MSL. Multiple trees beginning 829' from departure end of runway, 175' right of centerline, up to 99' AGL/103' MSL. Multiple light poles beginning 1243' from departure end of runway, 14' right of centerline, up to 46' AGL/50' MSL. Light pole beginning 1403' from departure end of runway, 137' left of centerline, up to 47' AGL/51' MSL. **Rwy 35,** multiple trees beginning 1650' from departure end of runway, on centerline, up to 50' AGL/67' MSL.

GUNTERSVILLE, AL

GUNTERSVILLE MUNI-JOE STARNES FIELD

TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ min. climb of 334' per NM to 2500 or 1100-2½ for climb in visual conditions. **Rwy 21,** std. w/ min. climb of 496' per NM to 2500, or 300-1¼ w/ min. climb of 274' per NM to 1600, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 027° to 2500 before proceeding on course or for climb in visual conditions cross Guntersville Muni-Joe Starnes Field Airport at or above 1600 before proceeding on course. **Rwy 21,** climb heading 207° to 2500 before proceeding on course or for climb in visual conditions cross Guntersville Muni-Joe Starnes Field Airport at or above 1600 before proceeding on course.

NOTE: **Rwy 3,** multiple trees beginning 2299' from departure end of runway, 27' left of centerline, up to 100' AGL/1399' MSL. Tower 1.6 NM from departure end of runway, 2465' left of centerline, 208' AGL/851' MSL. **Rwy 21,** multiple trees beginning 151' from departure end of runway, 362' left of centerline, up to 100' AGL/759' MSL. Multiple trees beginning 3613' from departure end of runway, 152' right of centerline, up to 100' AGL/859' MSL.

HALEYVILLE, AL

POSEY FIELD

TAKE-OFF MINIMUMS: **Rwys 18,36,** 200-1.

HAMILTON, AL

MARION COUNTY-RANKIN FITE

TAKE-OFF MINIMUMS: **Rwy 18,** 400-1. **Rwy 36,** 500-1.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 1500 before making turn.

HAMPTON, GA

CLAYTON COUNTY-TARA FIELD

NOTE: **Rwy 6,** trees beginning 1357' from departure end of runway, 368' left of centerline, up to 70' AGL/969' MSL. Road 1276' from departure end of runway, 136' left of centerline, 15' AGL/914' MSL. **Rwy 24,** trees beginning 452' from departure end of runway, 2' left of centerline, up to 70' AGL/909' MSL.

HANCHEY AHP (KHEY)

FORT RUCKER, AL. . . . . ORIG, 08325

Rwy 17, 35 standard.

All Helipads NA - ATC.

DEPARTURE PROCEDURE: **Rwy 17:** Climb hdg 182° to 800 before proceeding on course. **Rwy 35:** Climb hdg 002° to 800 before proceeding on course.

HARTSELLE, AL

HARTSELLE-MORGAN COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 36,** 500-2½ or std. with a min. climb of 260' per NM to 1200.

NOTE: **Rwy 18,** trees abeam departure end of runway, 300' left of centerline, up to 100' AGL/739' MSL. Multiple buildings 150' from departure end of runway, 432' left of centerline, up to 40' AGL/679' MSL. Multiple trees 265' from departure end of runway, 133' right of centerline, up to 100' AGL/699' MSL. **Rwy 36,** trees 3089' from departure end of runway, 426' left of centerline, 100' AGL/779' MSL. Trees 1139' from departure end of runway, 98' right of centerline, 45' AGL/673' MSL. Tower 1.85 NM from departure end of runway, 2953' left of centerline, 249' AGL/928' MSL. Multiple buildings beginning 755' from departure end of runway, 775' right of centerline, up to 40' AGL/689' MSL. Tower 2.15 NM from departure end of runway, 295' left of centerline, 303' AGL/990' MSL.

HAZLEHURST, GA

HAZLEHURST (AZE)

ORIG 08157 (FAA)

NOTE: **Rwy 14,** trees beginning 813' from departure end of runway, 328' left of centerline, up to 100' AGL/369' MSL. **Rwy 32,** trees beginning 46' from departure end of runway, 200' left of centerline, up to 100' AGL/299' MSL. Trees 1356' from departure end of runway 574' right of centerline, up to 100' AGL/309' MSL.

HEADLAND, AL

HEADLAND MUNI

NOTE: **Rwy 9,** trees 275' from departure end of runway, 90' left of centerline, 15' AGL/369' MSL. **Rwy 27,** road and vehicle 625' from departure end of runway, 500' right of centerline, 17' AGL/376' MSL.

HUNTER AAF (KSVN) AMDT 2 03191

SAVANNAH, GA

. . . . . Rwy 28, 300-1*

* Or standard with minimum climb of 340/NM to 400.

Rwy 28, climbing left turn hdg 230° to 1700 before proceeding on course.

HUNTSVILLE, AL

HUNTSVILLE INTL-CARL T. JONES FIELD

DEPARTURE PROCEDURE: **Rwys 36L/R,** climb runway heading to 800 before turning.

MADISON COUNTY EXECUTIVE/TOM SHARP JR. FIELD

TAKE-OFF MINIMUMS: **Rwy 36,** 200-1½ or std. with a min. climb of 260' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 18,** climbing left turn heading 360° to 1500 before turning on course. **Rwy 36,** climb runway heading to 1500 before turning on course.

NOTE: **Rwy 36,** tree line 6250' from departure end of runway, on centerline, 75' AGL/934' MSL.

JASPER, AL

WALKER COUNTY-BEVILL FIELD

DEPARTURE PROCEDURE: **Rwys 9, 27,** climb runway heading to 1000 before turning south.

JASPER, GA
PICKENS COUNTY
TAKE-OFF MINIMUMS: **Rwy 34,** 300-1 or std. w/ min. climb of 255' per NM to 1800, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end.
DEPARTURE PROCEDURE: **Rwy 16,** climb heading 163° to 3000 before turning. **Rwy 34,** climb heading 343° to 3100 before turning.
NOTE: **Rwy 16,** numerous trees beginning 44' from departure end of runway, 338' left of centerline, up to 65' AGL/1565' MSL. Trees 127' from departure end of runway, 398' right of centerline, up to 61' AGL/1581' MSL. **Rwy 34,** pole and numerous trees beginning 141' from departure end of runway, 25' right of centerline, up to 112' AGL/1611' MSL. Numerous trees beginning 394' from departure end of runway, 37' left of centerline, up to 79' AGL/1654' MSL.

JEFFERSON, GA
JACKSON COUNTY (19A)
AMDT 2 09295 (FAA)
DEPARTURE PROCEDURE: **Rwy 17,** climb heading 168° to 2500 before turning. **Rwy 35,** climb heading 348° to 2500 before turning.
NOTE: **Rwy 17,** scrub and trees beginning 61' from DER, 67' right of centerline up to 117' AGL/997' MSL. Pilons and trees beginning 190' from DER, 167' left of centerline, up to 99' AGL/999' MSL. **Rwy 35,** trees beginning 0' from DER, 171' right and 297' left of centerline up to 100' AGL/1019' MSL.

JEKYLL ISLAND, GA
JEKYLL ISLAND (09J)
ORIG 08045 (FAA)
NOTE: **Rwy 18,** Vehicle on road beginning 9' from departure end of runway, 411' left of centerline, up to 15' AGL/42' MSL. Trees 200' from departure end of runway, 159' left of centerline, 50' AGL/61' MSL.

JESUP, GA
JESUP-WAYNE COUNTY (JES)
ORIG 09295 (FAA)
NOTE: **Rwy 11,** trees beginning 52' from DER, 497' left of centerline, up to 100' AGL/154' MSL. Trees beginning 312' from DER, 294' right of centerline, up to 100' AGL/154' MSL. **Rwy 29,** trees beginning 1811' from DER, 181' left of centerline, up to 100' AGL/188' MSL. Trees beginning 24' from DER, 98' right of centerline, up to 100' AGL/190' MSL.

LAFAYETTE, GA
BARWICK LAFAYETTE (9A5)
AMDT 1 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20,** 500-3 or std. w/ min. climb of 465' per NM to 1400.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 022° to 2200 before proceeding on course. **Rwy 20,** climb heading 202° to 2300 before proceeding on course.
NOTE: **Rwy 2,** train on track 39' from departure end of runway, 241' left of centerline, 23' AGL/809' MSL. Building 418' from departure end of runway, 191' left of centerline, 40' AGL/849' MSL. Trees beginning 4420' from departure end of runway, 1171' left of centerline, up to 100' AGL/919' MSL. Trees beginning 5609' from departure end of runway, 372' right of centerline, up to 100' AGL/919' MSL. **Rwy 20,** train on track 46' from departure end of runway, 323' right of centerline, 23' AGL/809' MSL. Buildings beginning 1602' from departure end of runway, 907' right of centerline, up to 25' AGL/825' MSL. Vehicle on road 1021' from departure end of runway, 104' left of centerline, 15' AGL/802' MSL. Train on track 762' from departure end of runway, on centerline, 23' AGL/803' MSL.

LAGRANGE, GA
LAGRANGE-CALLAWAY
TAKE-OFF MINIMUMS: **Rwys 13, 31,** 300-1.

LANETT, AL
LANETT MUNI
TAKE-OFF MINIMUMS: **Rwy 8,** 300-1 or std. with a min. climb of 500' per NM to 900.

LAWRENCEVILLE, GA
GWINNETT COUNTY-BRISCOE FIELD
TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. with a min. climb of 380' per NM to 1400.
DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 1400 before turning left.

LAWSON AAF, (KLSF)
FORT BENNING (COLUMBUS), GA . . . .
07158
Rwy 15, Standard
Rwy 33, 400-2*
*Or standard with minimum climb of 300/NM to 1000. **Rwy 15,** climb via heading 150° to 2000 before turning left. **Rwy 33,** Climb via heading 330° to 1000 before turning right.
TAKE-OFF OBSTACLES:
NOTE: **Rwy 15**, trees 1800 feet from DER, 162 feet left of centerline, 54 feet AGL/280 feet MSL.
NOTE: **Rwy 33**, tree 1.86 NM from DER, 3462 feet left of centerline, 100 feet AGL/569 feet MSL.

LOWE AHP (KLOR)

FORT RUCKER, AL. . . . . ORIG, 09211

Helipad 6L, 24R, 18R, ECHO, BRAVO standard.
All other helipads NA.

DEPARTURE PROCEDURE: **Helipad 6L:** Climb hdg 063° to 700 before proceeding on course. **Helipad 24R:** Climb hdg 243° to 700 before proceeding on course. Helipad 18R: Hover at 274' MSL/30' AGL, then climb hdg 183° to 700 before proceeding on course. **Helipad ECHO:** Climb hdg 125° to 700 before proceeding on course. **Helipad BRAVO:** Hover at 318' MSL/35' AGL, then climb hdg 183° to 700 before proceeding on course.

MACON, GA

MACON DOWNTOWN

TAKE-OFF MINIMUMS: **Rwy 15,** 500-1 or std. with a min. climb of 470' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 1100 before turning north. **Rwy 15,** climb runway heading to 1400 before turning south.)

MACON, GA (CON'T)

MIDDLE GEORGIA RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** std. with a min. climb of 210' per NM to 1500, or 1300-2½ for climb in visual conditions. **Rwy 23,** 300-1¾ or std. with a min. climb of 204' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 5,** for climb in visual conditions: Cross Middle Georgia Rgnl at or above 1200.

NOTE: **Rwy 5,** aircraft equipment 111' from departure end of runway, 506' right of centerline, 12' AGL/364' MSL. Antenna on building 525' from departure end of runway, 308' right of centerline, 16' AGL/371' MSL, railroad 837' from departure end of runway, 580' right of centerline, 25' AGL/383' MSL. Railroad 999' from departure end of runway, 8' right of centerline, 25' AGL/383' MSL. Tree 1151' from departure end of runway, 372' left of centerline, 49' AGL/407' MSL, pole 1076' from departure end of runway, 653' left of centerline, 36' AGL/397' MSL. Tree 1216' from departure end of runway, 587' left of centerline, 52' AGL/413' MSL. Tree 2378' from departure end of runway, 847' left of centerline, 67' AGL/432' MSL. Tree 2577' from departure end of runway, 730' left of centerline, 78' AGL/436' MSL, 2669' from departure end of runway, 470' left of centerline, 66' AGL/431' MSL. Tree 2944' from departure end of runway, 674' right of centerline, 80' AGL/432' MSL. **Rwy 13,** tree 280' from departure end of runway, 355' left of centerline, 48' AGL/390' MSL. Tree 389' from departure end of runway, 425' left of centerline, 47' AGL/389' MSL. Railroad 529' from departure end of runway, 290' left of centerline, 31' AGL/529' MSL. Tree 711' from departure end of runway, 537' left of centerline, 87' AGL/429' MSL, tree 996' from departure end of runway, 534' left of centerline, 85' AGL/427' MSL. Tree 1022' from departure end of runway, 402' left of centerline, 80' AGL/418' MSL. Tree 1216' from departure end of runway, 283' left of centerline, 62' AGL/400' MSL, tree 2154' from departure end of runway, 138' right of centerline, 69' AGL/401' MSL, tree 2577' from departure end of runway, 286' right of centerline, 82' AGL/411' MSL. **Rwy 23,** tree 7' from departure end of runway, 367' right of centerline, 71' AGL/342' MSL. Tree 202' from departure end of runway, 477' left of centerline, 51' AGL/340' MSL. Tree 1719' from centerline, 355' left of centerline, 69' AGL/380' MSL. Tree 1803' from departure end of runway, 662' left of centerline, 97' AGL/383' MSL. Tree 1.5 NM from departure end of runway, 984' left of centerline, 98' AGL/564' MSL. **Rwy 31,** tree 925' from departure end of runway, 151' left of centerline, 66' AGL/391' MSL. Tree 1140' from departure end of runway, 399' left of centerline, 76' AGL/398' MSL, tree 1658' from departure end of runway, 480' right of centerline, 76' AGL/398' MSL. Tree 2158' from departure end of runway, 587' left of centerline, 89' AGL/423' MSL. Tree 2180' from departure end of runway 189' left of centerline, 92' AGL/424' MSL. Tree 2618' from departure end of runway, 55' left of centerline, 84' AGL/429' MSL.

MAXWELL AFB (KMXF)

MONTGOMERY, AL . . . . . AMDT 3, 09183

Rwy 15, 200-1¼

With minimum climb of 280 ft/NM to 1400.*

*Or standard with minimum climb of 330 ft/NM to 1400.

TAKE-OFF OBSTACLES: **Rwy 15:** Tree Canopy 1943' from DER, 682' right of centerline, 67' AGL/233' MSL. Tree Canopy 2121' from DER, 1062' left of centerline, 76' AGL/236' MSL. Pylon 4607' from DER, 2118' left of centerline, 39' AGL/ 225' MSL. Pylon 4588' from DER, 1798' left of centerline, 79' AGL/264' MSL.

MCRAE, GA

TELFAIR-WHEELER (MQW)

ORIG 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 21,** climb via heading 206° to 700 before proceeding on course.

NOTE: **Rwy 3,** trees beginning abeam departure end of runway, 189' left of centerline, up to 100' AGL/289' MSL. Powerline left and right of centerline, beginning abeam departure end of runway, 404' left of centerline, up to 79' AGL/313' MSL. Trees beginning abeam departure end of runway, 222' right of centerline, up to 100' AGL/289' MSL. Vehicles on road abeam departure end of runway, 313' right of centerline, 15' AGL/204' MSL. **Rwy 21,** vehicles on road abeam departure end of runway, 301' left ofcenterline 15' AGL/224' MSL. Trees beginning 1683' from departure end of runway, 164' left of centerline, up to 100' AGL/309' MSL. Vehicles on road 124' from departure end of runway, 524' right of centerline, 15' AGL/ 224' MSL. Trees beginning 229' from departure end of runway, 530' right of centerline, up to 100' AGL/309' MSL. Vehicles on road 622' from departure end of runway, 222' right of centerline, 15' AGL/234' MSL. Trees beginning 929' from departure end of runway, on centerline, up to 100' AGL/329' MSL.

METTER, GA

METTER MUNI (MHP)

ORIG 08157 (FAA)

NOTE: **Rwy 10,** vehicles on interstate, abeam departure end of runway, 315' left of centerline, up to 17' AGL/216' MSL. Trees beginning 1506' from departure end of runway, 866' left of centerline, up to 100' AGL/289' MSL. Trees beginning 2349' from departure end of runway, 613' right of centerline, up to 100' AGL/289' MSL. **Rwy 28,** trees beginning abeam departure end of runway, left and right of centerline, up to 100' AGL/289' MSL. Vehicles on interstate, abeam departure end of runway, 295' right of centerline, up to 17' AGL/196' MSL.

MILLEDGEVILLE, GA

BALDWIN COUNTY

DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 700 before turning. **Rwy 28,** climb runway heading to 1400 before turning right.

MILLEN, GA

MILLEN

NOTE: **Rwy 17,** trees 1600' from departure end of runway, on centerline, 92' AGL/315' MSL. **Rwy 35,** trees 250' from departure end of runway, 50' right of centerline, 70' AGL/ 308' MSL.

MOBILE, AL

MOBILE DOWNTOWN (BFM)

AMDT 1 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 400-2¼ or std. w/ min. climb of 244' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 001° to 900 before turning right.

NOTE: **Rwy 18,** trees beginning 1453' from DER, 54' right of centerline, up to 100' AGL/129' MSL. Trees beginning 2646' from DER, 120' left of centerline, up to 73' AGL/102' MSL. **Rwy 32,** sign 2780' from DER, 1041' left of centerline, 109' AGL/119' MSL, trees beginning 847' from DER, 35' right of centerline, up to 100' AGL/ 109' MSL, trees beginning 1089' from DER, 19' left of centerline, up to 100' AGL/107' MSL. **Rwy 36,** poles beginning 1231' from DER, 319' right of centerline, up to 49' AGL/69' MSL, trees beginning 467' from DER, 325' right of centerline, up to 55' AGL/84' MSL.

MOBILE RGNL (MOB)

AMDT 1 08101 (FAA)

NOTE: **Rwy 14,** tree 1758' from departure end of runway, 886' right of centerline, 79' AGL/270' MSL. Tree 1987' from departure end of runway, 856' left of centerline, 73' AGL/277' MSL. Tree 2102' from departure end of runway, 861' right of centerline, 78' AGL/269' MSL. Tree 2131' from departure end of runway, left of centerline, 76' AGL/280' MSL. **Rwy 18,** multiple trees beginning 1597' from departure end of runway, 15' left of centerline, up to 69' AGL/273' MSL. Multiple trees beginning 1671' from departue end of runway, 207' right of centerline, up to 87' AGL/278' MSL. **Rwy 36,** multiple trees beginning 1083' from departure end of runway, 210' right of centerline, up to 84' AGL/301' MSL. Multiple trees beginning 532' from departure end of runway, 43' left of centerline, up to 73' AGL/287' MSL.

MONROE, GA

MONROE-WALTON COUNTY (D73)

AMDT 1 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 035° to 1700 before proceeding on course.

NOTE: **Rwy 3,** trees beginning 587' from departure end of runway, 469' left of centerline, up to 100' AGL/939' MSL. Trees beginning 1003' from departure end of runway, 104' right of centerline, up to 100' AGL/929' MSL. **Rwy 21,** trees beginning 878' from departure end of runway, 388' left of centerline, up to 100' AGL/989' MSL. Trees beginning 988' from departure end of runway, 694' right of centerline, up to 100' AGL/999' MSL.

MONROEVILLE, AL

MONROE COUNTY (MVC)

ORIG 07354 (FAA)

NOTE: Trees beginning 1085' from departure end of runway, 274' left of centerline, up to 100' AGL/529' MSL. Trees beginning 488' from departure end of runway, 291' right of centerline, up to 100' AGL/529' MSL. **Rwy 21,** vehicle on road 750' from departure end of runway, 661' right of centerline, 15' AGL/434' MSL. Trees abeam departure end of runway, 376' right of centerline, up to 56' AGL/475' MSL. Trees beginning 219' from departure end of runway, 224' left of centerline, up to 56' AGL/474' MSL.

MONTEZUMA, GA
DR. C.P. SAVAGE SR.
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.
NOTE: **Rwy 18,** power line 1050' from departure end of runway, on centerline, 38' AGL/376' MSL. **Rwy 36,** trees 1212' from departure end of runway, 400' right of centerline, 92' AGL/428' MSL. Tower 3284' from departure end of runway, 1325' right of centerline, 201' AGL/600' MSL.

MONTGOMERY, AL
MONTGOMERY RGNL
(DANNELLY FIELD)
TAKE-OFF MINIMUMS: **Rwy 21,** 400-1 or std. with a min. climb of 350' per NM to 400.

MOODY AFB (KVAD)
VALDOSTA, GA. . . . . AMDT 1, 08129
DEPARTURE PROCEDURE: **Rwy 36L**, Cross DER at or above 3' AGL/233' MSL. **Rwy 36R,** Cross DER at or above 1' AGL/234' MSL.
TAKE-OFF OBSTACLES: **Rwy 18R,** Aircraft on Twy A, 72' from DER, 465' left of centerline, 38' AGL/253' MSL. **Rwy 36L,** Tree 6121' from DER, 541' right of centerline, 120' AGL/386' MSL. Aircraft on Twy L, 283' from DER, 451' left of centerline, 38' AGL/269' MSL. **Rwy 36R,** Tree 6103' from DER, 147' left of centerline, 120' AGL/386' MSL.

MOULTRIE, GA
MOULTRIE MUNI
TAKE-OFF MINIMUMS: **Rwy 34,** 300-1, or std. with a min. climb of 370' per NM to 500.

OZARK, AL
BLACKWELL FIELD
TAKE-OFF MINIMUMS: **Rwy 30,** 500-1
DEPARTURE PROCEDURE: **Rwy 30,** climb on runway heading to 1000 before turning northbound.

PELL CITY, AL
SAINT CLAIR COUNTY
TAKE-OFF MINIMUMS: **Rwy 21,** 300-1¼ or std. w/ min. climb of 312' per NM to 900.
DEPARTURE PROCEDURE: **Rwy 21,** climb heading 202° to 1000 before turning east.
NOTE: **Rwy 3,** multiple trees and antennas beginning 60' from departure end of runway, left and right of centerline, up to 92' AGL/572' MSL. **Rwy 21,** multiple trees, poles, terrain and building beginning 31' from departure end of runway, left and right of centerline, up to 100' AGL/719' MSL.

PERRY, GA
PERRY-HOUSTON COUNTY (PXE)
ORIG 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** std. w/ min. climb of 230' per NM to 1200 or 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 36,** for climb in visual conditions: cross Perry-Houston County Airport at or above 1200 MSL before proceeding on course.
NOTE: **Rwy 18,** vehicles on roadway beginning 30' from departure end of runway, 389' right of centerline, up to 15' AGL/414' MSL. Trees and pylons beginning 133' from departure end of runway, 317' right of centerline, up to 72' AGL/461' MSL. Trees beginning 1127' from departure end of runway, 152' left of centerline, up to 100' AGL/519' MSL. **Rwy 36,** trees left and right of centerline beginning 2806' from departure end of runway, up to 100' AGL/529' MSL.

PINE MOUNTAIN, GA
HARRIS COUNTY
TAKE-OFF MINIMUMS: **Rwy 9,** 600-1.
DEPARTURE PROCEDURE: **Rwy 9,** left turn, climb to 2500 on 360° heading before proceeding on course.

PLAINS, GA
PETERSON FIELD (7A9)
ORIG 09267 (FAA)
NOTE: **Rwy 18,** trees beginning 80' from DER, left and right of centerline, up to 100' AGL/629' MSL. Road and vehicle 47' from DER, 14' left of centerline, up to 15' AGL/539' MSL. **Rwy 36,** trees beginning 49' from DER, 136' right of centerline, up to 100' AGL/639' MSL. Trees beginning 1670' from DER, 535' left of centerline, up to 100' AGL/619' MSL.

PRATTVILLE, AL
PRATTVILLE-GROUBY FIELD
TAKE-OFF MINIMUMS: **Rwy 27,** 400-1 or std. with a min. climb of 600' per NM to 1000.
DEPARTURE PROCEDURE: **Rwys 9, 27,** climb runway heading to 1000 before turning.

REDSTONE AAF (KHUA)
REDSTONE ARSENAL, AL 09043
Rwy 17, 500-3*
Rwy 35**
* Or standard with minimum climb rate of 240/NM to 1500.
** Standard with a minimum climb rate of 240/NM to 1500.
DEPARTURE PROCEDURE: **Rwy 17,** climb rwy hdg to 1700 before proceeding on course. **Rwy 35,** climb rwy hdg to 1900 before proceeding on course. Cross DER at or above 22'.
TAKE-OFF OBSTACLES: **Rwy 17:** Multiple buildings beginning 2.4 NM from DER, 3805' left of centerline, up to 482' AGL/1092' MSL.

REFORM, AL
NORTH PICKINS
TAKE-OFF MINIMUMS: **Rwy 19,** 500-1 or std. with a min. climb of 420' per NM to 800.
NOTE: **Rwy 19,** tower 1.23 miles south of approach end of runway 1, 450' AGL/690' MSL.

REIDSVILLE, GA

SWINTON SMITH FLD AT REIDSVILLE MUNI

DEPARTURE PROCEDURE: **Rwy 11,** climb on runway heading to 700 before turning left.

ROME, GA

RICHARD B. RUSSELL

TAKE-OFF MINIMUMS: **Rwy 1**, standard with minimum climb of 365' per NM to 2100, or 1500 - 2½ for climb in visual conditions. **Rwy 25**, standard with minimum climb of 430' per NM to 1900, or 1500 - 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 1, 25** , for climb in visual conditions cross Richard B. Russell airport at or above 2,000 MSL before proceeding on course. **Rwy 7**, climb heading 072° to 1400 before proceeding on course. **Rwy 19**, climb heading 187° to 1400 before proceeding on course.

NOTE: **Rwy 1**, tree 1,557 from departure end of runway, 490' left of centerline, 42' AGL/671' MSL. Numerous trees beginning 4,577' from departure end of runway, 250' left of centerline, up to 93' AGL/762' MSL. Tree 3,650' from departure end of runway, 423' right of centerline, 78' AGL/727' MSL. **Rwy 7,** numerous trees beginning 103' from departure end of runway, 267' right of centerline, up to 70' AGL/689' MSL. Numerous trees beginning 38' from departure end of runway, 110' left of centerline, up to 72' AGL/609' MSL. Numerous trees beginning 929' from departure end of runway, 133' right of centerline, up to 76' AGL /685' MSL. Tree 2,145' from departure end of runway, 63' right of centerline, 78' AGL/687' MSL. Numerous trees beginning 1,716' from departure end of runway, 265' left of centerline, 92' AGL/691' MSL. **Rwy 19,** bush 91' from departure end of runway, 290' right of centerline, 3' AGL/642' MSL. Terrain 301' from departure end of runway, 342' right of centerline, 646' MSL. Tree 556' from departure end of runway, 602' right of centerline, 67' AGL/716' MSL. Tree 904' from departure end of runway, 134' left of centerline, 38' AGL/657' MSL. Tree 775' from departure end of runway , 501' left of centerline, 53' AGL/672' MSL. Tree 3,025' from departure end of runway, 57' right of centerline, 88' AGL/717' MSL. Tree 2,980; from departure end of runway, 70' left of centerline 86' AGL/715' MSL. Numerous trees beginning 2,867' from departure end of runway, 569' left of centerline, up to 94' AGL/723' MSL. **Rwy 25,** bush 300' from departure end of runway, 328' right of centerline, 10' AGL/659' MSL. Numerous trees beginning 622' from departure end of runway, 252' right of centerline, up to 76' AGL/725' MSL. Road 528' from departure end of runway, 9' left of centerline, 663' AGL. Numerous trees beginning 547' from departure end of runway, 164' left of centerline, up to 86' AGL/735' MSL. Tree 1, 428' from departure end of runway, 27' left of centerline, 83' AGL/712' MSL. Tree 1,571' from departure end of runway, 35' right of centerline, 80' AGL/709' MSL. Tree 2,344' from departure end of runway, 243' right of centerline, 97' AGL/726' MSL.

RUSSELLVILLE, AL

RUSSELLVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 20,** std. w/ a min. climb of 451' per NM to 1500, or 400-2 w/ a min. climb of 321' per NM to 1600, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 018° to 1400 before proceeding on course. **Rwy 20,** climb heading 198° to 1300 before proceeding on course, or for climb in visual conditions: cross Russellville Muni airport at or above 1600 before proceeding on course.

NOTE: **Rwy 2,** trees beginning 592' from departure end of runway, 200' right of centerline, up to 100' AGL/839' MSL. Trees beginning 3598' from departure end of runway, 283' left of centerline, up to 100' AGL/839' MSL. **Rwy 20,** trees beginning 1228' from departure end of runway, 51' left of centerline, up to 100' AGL/1159' MSL. Trees beginning 1993' from departure end of runway, 380' right of centerline, up to 100' AGL/1159' MSL.

ST ELMO, AL

ST ELMO (2R5)

ORIG 08045 (FAA)

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 059° to 800 before proceeding on course.

NOTE: **Rwy 6,** trees 1499' from departure end of runway, on centerline, 45' AGL/174' MSL. **Rwy 24,** tree1730' from departure end of runway, 716' left of centerline, 100' AGL/229' MSL. Trees 1076' from departure end of runway, on centerline, 34' AGL/164' MSL.

ST MARYS, GA

ST MARYS

TAKE-OFF MINIMUMS:**Rwy 13,** 300-1¼ or std. with a min. climb of 341' per NM to 400. **Rwy 4,** NA-Restricted airspace.

DEPARTURE PROCEDURE: **Rwy 31,** climbing right turn via heading 320° to 2300 before proceeding northwestbound.

NOTE: **Rwy 13,** trees 761' from departure end of runway, 33' AGL/55' MSL. Stack 6235' from departure end of runway, 855' right of centerline, 275' AGL/287' MSL. **Rwy 22,** trees 578' from departure end of runway, 63' AGL/86' MSL. **Rwy 31,** trees 1399' from departure end of runway, 60' AGL/84' MSL.

SANDERSVILLE, GA

KAOLIN FIELD

TAKE-OFF MINIMUMS: **Rwy 12,** 500-3 or std. with a min. climb of 280' per NM to 1100.

NOTE: **Rwy 12,** tower 2.21 NM from departure end of runway, 1.02 NM right of centerline, 405' AGL/875' MSL.

SAVANNAH, GA

SAVANNAH/HILTON HEAD INTL (SAV)
AMDT 6 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 600 before proceeding southwest. **Rwy 10,** climb heading 097° to 700 proceeding southwest. **Rwy 19,** climb heading 186° to 1300 before turning right. **Rwy 28,** climb heading 277° to 1600 before turning left.

NOTE; **Rwy 1,** fence and antennas beginning 94' from DER, 416' right of centerline, up to 17' AGL/63' MSL. **Rwy 10,** trees beginning 199' from DER, 521' right of centerline, up to 90' AGL/114' MSL. **Rwy 19,** trees beginning 1504' from DER, 782' left of centerline up to 64' AGL/78' MSL. Trees beginning 864' from DER, 665' right of centerline, up to 57' AGL/71' MSL. **Rwy 28,** pole 937' from DER, 650' left of centerline, 33' AGL/47' MSL. Trees 1297' from DER, 772' right of centerline, up to 77' AGL/91' MSL.

SCOTTSBORO, AL

SCOTTSBORO MUNI-WORD FIELD (4A6)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** std. w/ min. climb of 290' per NM to 1800 or 1400-2½ for climb in visual conditions. **Rwy 22,** std. w/ min. climb of 400' per NM to 1800 or 1400-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 040° to 1800 before proceeding on course or for climb in visual conditions: cross Scottsboro Muni-Word Field at or above 1900 MSL before proceeding on course. **Rwy 22,** climb heading 220° to 1800 before proceeding on course or for climb in visual conditions: cross Scottsboro Muni-Word Field at or above 1900 MSL before proceeding on course.

NOTE: **Rwy 4,** trees beginning 0' from departure end of runway, 290' left of centerline, up to 100' AGL/749' MSL. **Rwy 22,** trees beginning 0' from departure end of runway, 311' right of centerline, up to 100' AGL/779' MSL. Trees beginning 441' from departure end of runway, 319' left of centerline, up to 100' AGL/899' MSL.

SELMA, AL

CRAIG FIELD

NOTE: **Rwy 15,** trees beginning 2440' from departure end of runway, 231' right of centerline, up to 73' AGL/232' MSL. Trees beginning 1687' from departure end of runway, 568' left of centerline, up to 61' AGL/220' MSL. **Rwy 33,** tree 1416' from departure end of runway, 607' right of centerline, 62' AGL/211' MSL. Trees beginning 885' from departure end of runway, 439' left of centerline, up to 68' AGL/207' MSL.

SWAINSBORO, GA

EMANUEL COUNTY (SBO)
AMDT 1 07354 (FAA)

NOTE: **Rwy 13,** multiple poles and trees beginning 110' from departure end of runway, 53' left of centerline, up to 99' AGL/388' MSL. Multiple poles and trees beginning 861' from departure end of runway, 45' right of centerline, up to 75' AGL/394' MSL. **Rwy 31,** multiple trees beginning 3390' from departure end of runway, 29' left of centerline, up to 100' AGL/419' MSL. Multiple trees beginning 206' from departure end of runway, 210' right of centerline, up to 45' AGL/354' MSL.

SYLACAUGA, AL

MERKEL FIELD - SYLACAUGA MUNI

TAKE-OFF MINIMUMS: **Rwy 27,** 300-2.

DEPARTURE PROCEDURE: **Rwy 27,** climb runway heading to 1500, then climb on course.

SYLVANIA, GA

PLANTATION AIRPARK (JYL)
ORIG 09043 (FAA)

NOTE: **Rwy 5,** trees and bushes beginning 1651' from departure end of runway, 203' left of centerline, up to 100' AGL/259' MSL. Trees beginning 1' from departure end of runway, 115' right of centerline, up to 100' AGL/289' MSL. **Rwy 15,** trees beginning 617' from departure end of runway, 660' left of centerline, up to 100' AGL/279' MSL. Trees beginning 1022' from departure end of runway, 640' right of centerline, up to 100' AGL/269' MSL. **Rwy 23,** trees beginning 15' from departure end of runway, 314' left of centerline, up to 100' AGL/269' MSL. Trees beginning 23' from departure end of runway, 364' right of centerline, up to 100' AGL/279' MSL. Vehicle on road 225' from departure end of runway, 87' right of centerline, 15' AGL/198' MSL.

Rwy 33, trees beginning 1289' from departure end of runway, 461' left of centerline, up to 100' AGL/269' MSL. Trees beginning 107' from departure end of runway, 368' right of centerline, up to 100' MSL/279' MSL.

TALLADEGA, AL

TALLADEGA MUNI (ASN)
AMDT 1 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 035° to 2100 before proceeding on course. **Rwy 21,** climb heading 230° to 1900 before proceeding on course.

NOTE: **Rwy 3,** trees beginning 419' from DER, 49' right of centerline, up to 53' AGL/612' MSL. Poles beginning 934' from DER, 524' right of centerline, up to 29' AGL/568' MSL. Trees beginning 1247' from DER, 386' left of centerline, up to 65' AGL/604' MSL. Building 1350' from DER, 371' left of centerline, 26' AGL/565' MSL. Trees beginning 1841' from DER, 49' right of centerline, up to 68' AGL/607' MSL. Building 2980' from DER, 468' left of centerline, 44' AGL/603' MSL. **Rwy 21,** trees beginning 7' from DER, 289' left of centerline, up to 63' AGL/582' MSL. Trees beginning 14' from DER, beginning 286' right of centerline, up to 81' AGL/600' MSL. Vehicle on road 750' from DER, 692' right of centerline, 15' AGL/534' MSL. Pole 1244' from DER, 423' right of centerline, 31' AGL/550' MSL. Pole 1687' from DER, 701' right of centerline, 65' AGL/584' MSL. Trees beginning 1801' from DER, beginning 430' left of centerline, up to 63' AGL/582' MSL.

THOMASTON, GA

THOMASTON-UPSON COUNTY (OPN)
AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30,** std. w/ a min. climb of 268' per NM to 1800, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 30,** for climb in visual conditions: cross Thomaston-Upson County airport at or above 1700 before proceeding on course.

NOTE: **Rwy 30,** trees beginning 802' from DER, 444' right of centerline, up to 108' AGL/867' MSL. Power transmission lines 1625' from DER left to right of centerline 123' AGL/863' MSL. **Rwy 12,** trees beginning 2885' from DER, 510' left of centerline, up to 104' AGL/894' MSL.

THOMASVILLE, GA

THOMASVILLE RGNL

TAKE-OFF MINIMUMS: **Rwy 4,** trees beginning 928' from departure end of runway, 594' left of centerline, 64' AGL/284' MSL. Numerous trees beginning 2205' from departure end of runway, 769' right of centerline, up to 85' AGL/355' MSL. **Rwy 22,** terrain 96' from departure end of runway, 462' right of centerline, 244' MSL. Building 132' from departure end of runway, 497' from centerline, up to 17' AGL/253' MSL. **Rwy 32,** trees beginning 4364' from departure end of runway, 558' right of centerline, up to 100' AGL/379' MSL.

THOMSON, GA

THOMSON-MCDUFFIE COUNTY (HQU)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28,** 200-1¼ or std. w/ min. climb of 240' per NM to 700, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: **Rwy 10,** numerous trees beginning abeam departure end of runway, 31' left of centerline, up to 100' AGL/599' MSL. Building 934' from departure end of runway,19' left of centerline, 50' AGL/549' MSL. Numerous trees beginning 377' from departure end of runway, 94' right of centerline, up to 100' AGL/ 599' MSL. **Rwy 28,** tree 5,715' from departure end of runway, 553' left of centerline, 100' AGL/619' MSL. Numerous trees beginning 32' from departure end of runway, 216' right of centerline, up to 100' AGL/579' MSL. Numerous trees beginning 8' from departure end of runway, 53' left of centerline, up to 100' AGL/629' MSL.

TIFTON, GA

HENRY TIFT MYERS

TAKE-OFF MINIMUMS: **Rwy 33,** 400-2 or std. with a min. climb of 250' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 28,** climb runway heading to 1200 before turning northbound.

NOTE: **Rwy 10,** tree, 192' from departure end of runway, 276' right of centerline, 70' AGL/382' MSL. Tree, 872' from departure end of runway, 296' left of centerline, 70' AGL/390' MSL. **Rwy 21,** tank, 3200' from departure end of runway, 670' left of centerline, 173' AGL/523' MSL. **Rwy 33,** tree, 384' f rom departure end of runway, 526' right of centerline, 90' AGL/411' MSL. Tree, 391' from departure end of runway, 405' right of centerline, 85' AGL/403' MSL.

TOCCOA, GA

TOCCOA RG LETOURNEAU FIELD

TAKE-OFF MINIMUMS: **Rwy 2,** std. w/ min. climb of 430' per NM to 2600 or 1600-3 for climb in visual conditions. **Rwy 27,** std. w/ min. climb of 478' per NM to 2500 or 1600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 2, 27,** for climb in visual conditions: cross Toccoa RG Letourneau Field Airport at or above 2600 MSL before proceeding on course. **Rwy 9,** climb heading 093° to 2000 before turning on course. **Rwy 20,** climb heading 206° to 2200 before turning on course.

NOTE: **Rwy 2,** tree 142' from departure end of runway, 458' right of centerline, 57' AGL/1032' MSL, scattered trees 71' from departure end of runway, 271' right of centerline, 57' AGL/989' MSL. **Rwy 9,** terrain 99' from departure end of runway, 177' right of centerline, 975' MSL, terrain 108' from departure end of runway, 126' left of centerline, 955' MSL. **Rwy 20,** pylon 376' from departure end of runway, 520' left of centerline, 23' AGL/ 1008' MSL. Multiple trees 589' from departure end of runway, 196' right of centerline, up to 66' AGL/1120' MSL, multiple trees 553' from departure end of runway, 62' left of centerline, up to 89' AGL/1107' MSL. **Rwy 27,** WLET 1420 1.1 NM from departure end of runway, 1818' left of centerline, 354' AGL/1364' MSL.

TROY, AL

TROY MUNI

TAKE-OFF MINIMUMS: **Rwy 7, 14, 25, 32,** 300-2 or std. with a min. climb of 280' per NM to 3200.

DEPARTURE PROCEDURE: **Rwys 7, 14, 25,** climb runway heading to 1200 before turning on course. **Rwy 32,** climbing right turn heading 360° to 2500 before turning on course.

NOTE: **Rwy 7,** numerous trees 728' left of departure end of runway 447' MSL. Hanger 517' right of departure end of runway 404' MSL. **Rwy 14,** numerous trees 400' left of departure end of runway 440' MSL and 515' right of departure end of runway 437' MSL. **Rwy 25,** numerous trees 541' left of departure end of runway 477' MSL and 624' left of departure end of runway 459' MSL. **Rwy 32,** numerous trees 325' left of departure end of runway 413' MSL and 692' left of departure end of runway 425' MSL.

TUSCALOOSA, AL

TUSCALOOSA RGNL (TCL)
AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-2 or std. w/ min. climb of 203' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to departure end of runway. **Rwy 11,** 400-2½ or std. w/ a min climb of 217' per NM to 600, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway. **Rwy 29,** 300-2½ or std. w/ a min. climb of 207' per NM to 600, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway.

NOTE: **Rwy 4,** trees beginning 1621' from departure end of runway, 702' left of centerline, up to 70' AGL/409' MSL. Trees beginning 1061' from departure end of runway, 117' right of centerline, up to 76' AGL/225' MSL. **Rwy 11,** trees beginning 576' from departure end of runway, 566' left of centerline, up to 58' AGL/197' MSL. Trees beginning 717' from departure end of runway, 480' right of centerline, up to 90' AGL/249' MSL, tower 2 NM from departure end of runway, 1178' left of centerline, 239' AGL/494' MSL. **Rwy 22,** trees beginning 423' from departure end of runway, 587' left of centerline, up to 63' AGL/203' MSL. Tree 1419' from departure end of runway, 506' right of centerline, 54' AGL/195' MSL. **Rwy 29,** light pole 684' from departure end of runway, 384' left of centerline 61' AGL/213' MSL. Trees beginning 839' from departure end of runway, 169' left of centerline up to 100' AGL/449' MSL. Trees beginning 381' from departure end of runway, 229' right of centerline, up to 89' AGL/258' MSL. Railroad 623' from departure end of runway, 157' right of centerline, 25' AGL/190' MSL. Vehicle on road 413' from departure end of runway, 136' right of centerline, 17' AGL/181' MSL.

TUSKEGEE, AL

MOTON FIELD MUNI (06A)
ORIG 09099 (FAA)

NOTE: **Rwy 13,** trees beginning 5' from DER, 295' right of centerline, up to 100' AGL/389' MSL. Trees beginning 6' from DER, 304' left of centerline, up to 100' AGL/359' MSL. **Rwy 31,** trees beginning 12' from DER, 219' right of centerline, up to 100' AGL/359' MSL. Vehicle 464' from DER, 601' left of centerline, up to 15' AGL/284' MSL. Trees beginning 929' from DER, 568' left of centerline, up to 100' AGL/369' MSL.

VALDOSTA, GA

VALDOSTA RGNL

TAKE-OFF MINIMUMS: **Rwy 31,** std. w/ min. climb of 220' per NM to 900 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31,** for climb in visual conditions: cross Valdosta Rgnl Airport at or above 1000 MSL before proceeding on course.

NOTE: **Rwy 4,** multiple trees beginning 1295' from departure end of runway, 227' right of centerline, up to 78' AGL/267' MSL. Multiple trees beginning 1524' from departure endof runway, 92' left of centerline, up to 95' AGL/274' MSL. **Rwy 13,** tree 1803' from departure end of runway, 44' right of centerline, 78' AGL/267' MSL. Tree 1316' from departure end of runway, 199' left of centerline, 67' AGL/266' MSL. **Rwy 17,** multiple trees beginning 2020' from departure end of runway, 111' left of centerline, up to 65' AGL/274' MSL. **Rwy 22,** railroad and multiple trees beginning 75' from departure end of runway, 159' rightof centerline, up to 60' AGL/259' MSL. Bush and multiple trees beginning 70' from departure end of runway, 77' left of centerline, up to 39' AGL/238' MSL. **Rwy 31,** multiple trees beginning 465' from departure end of runway, 277' right of centerline, up to 71' AGL/270' MSL. Multiple trees beginning 600' from departure end of runway, 2' left of centerline, up to 70' AGL/279' MSL. **Rwy 35,** multiple trees beginning 1654' from departure end of runway, 246' right of centerline, up to 75' AGL/254' MSL. Multiple trees beginning 1669' from departure end of runway, 134' left of centerline, up to 88' AGL/267' MSL.

VERNON, AL

LAMAR COUNTY

TAKE-OFF MINIMUMS: **Rwy 34,** 500-1.

VIDALIA, GA

VIDALIA RGNL (VDI)
AMDT 1 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1½ or std. w/ min. climb of 251' per NM to 500, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2200' prior to departure end of runway.

NOTE: **Rwy 6,** trees beginning 324' from departure end of runway, 573' left of centerline, up to 48' AGL/307' MSL. **Rwy 13,** vehicles on roadway abeam departure end of runway, 350' right of centerline, 15' AGL/294' MSL. Trees beginning abeam departure end of runway, 400' right of centerline, up to 100' AGL/379' MSL. Trees beginning abeam departure end of runway, 350' left of centerline, up to 100' AGL/379' MSL. Trees beginning 847' from departure end of runway, on centerline, up to 100' AGL/369' MSL. **Rwy 24,** trees beginning 74' from departure end of runway, 520' left of centerline, up to 100' AGL/379' MSL. Trees beginning 8' from departure end of runway, 286' right of centerline, up to 100' AGL/379' MSL. **Rwy 31,** tank 5440' from departure end of runway, 1110' right of centerline, 155' AGL/443' MSL. Trees beginning abeam departure end of runway, 334' left of centerline, up to 100' AGL/369' MSL. Trees beginning 77' from departure end of runway, 364' right of centerline, up to 100' AGL/379' MSL.

WASHINGTON, GA

WASHINGTON-WILKES COUNTY

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1 or std. with a min. climb of 270' per NM to 900.

WAYCROSS, GA

WAYCROSS-WARE COUNTY

NOTE: **Rwy 5,** numerous trees beginning 399' from departure end of runway, 300' left of centerline, up to 20' AGL/157' MSL. **Rwy 23,** numerous trees beginning 839' from departure end of runway, on centerline, up to 32' AGL/173' MSL. **Rwy 31,** numerous trees beginning 200' from departure end of runway, on centerline, up to 20' AGL/159' MSL. **Rwy 36,** numerous trees beginning 603' from departure end of runway, 312' left of centerline, up to 52' AGL/192' MSL.

WAYNESBORO, GA

BURKE COUNTY

NOTE: **Rwy 8,** trees beginning 485' from departure end of runway, 129' left of centerline, up to 100' AGL/440' MSL. Trees beginning 2228' from departure end of runway, 82' right of centerline, up to 100' AGL/409' MSL. **Rwy 26,** trees beginning 3053' from departure end of runway, 800' left of centerline, up to 100' AGL/ 439' MSL. Trees beginning 3843' from departure end of runway, 416' right of centerline, up to 100' AGL/429' MSL.

WINDER, GA

BARROW COUNTY AIRPORT

TAKE-OFF MINIMUMS: **Rwy 23,** std. w/ min. climb of 210' per NM to 3100 or 900-2½ for climb in visual conditions. **Rwy 31,** 200-1¾ or std. w/ min. climb of 205' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 23,** for climb in visual conditions: Cross Winder-Barrow Airport at or above 1700' MSL before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 6' from departure end of runway, 41' left of centerline, up to 48' AGL/982' MSL. Multiple trees beginning 43' from departure end of runway, 24' right of centerline, up to 74' AGL/973' MSL. **Rwy 23,** multiple trees beginning 31' from departure end of runway, 344' left of centerline, up to 100' AGL/1041' MSL. Multiple trees beginning 487' from departure end of runway, 279' right of centerline, up to 100' AGL/1059' MSL. **Rwy 13,** multiple trees beginning 835' from departure end of runway, 16' left of centerline, up to 74' AGL/983' MSL. Multiple trees beginning 82' from departure end of runway, 8' right of centerline, up to 59' AGL/968' MSL. **Rwy 31,** multiple trees beginning 493' from departure end of runway, 30' left of centerline, up to 100' AGL/ 1004' MSL. Multiple trees beginning 63' from departure end of runway, 19' right of centerline, up to 57' AGL/1000' MSL. Localizer antenna 295' from departure end of runway, on centerline 8' AGL/943' MSL. Tree 7804' from departure end of runway, 1990' left of centerline, 100' AGL/1139' MSL.

WAAS	APP CRS	Rwy Idg	5000
CH 42506	051°	TDZE	235
W05A		Apt Elev	236

RNAV (GPS) RWY 5

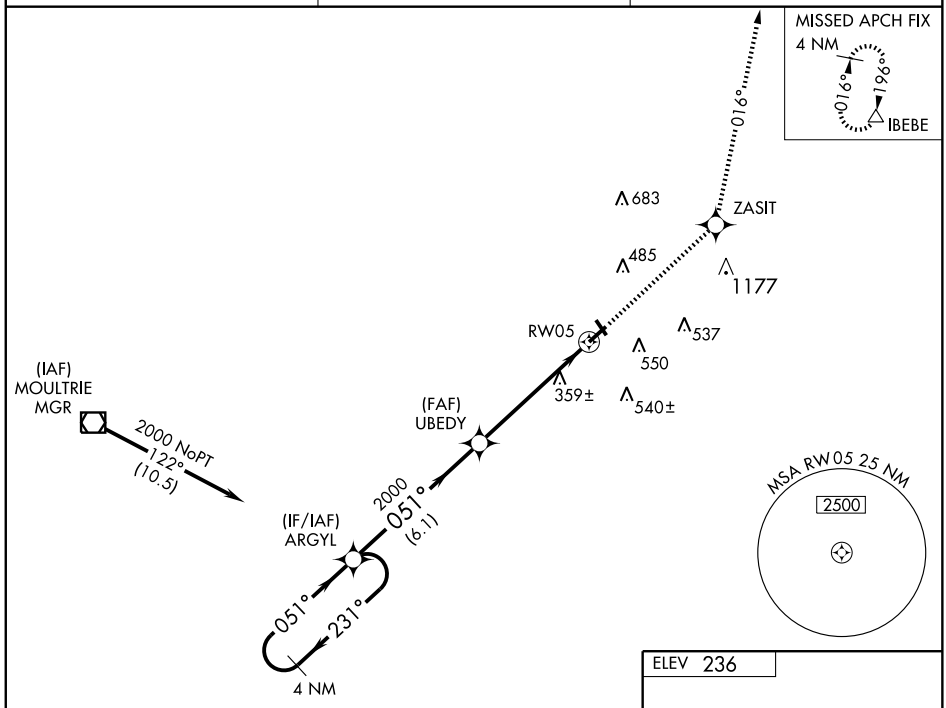
ADEL/ COOK COUNTY (15J)

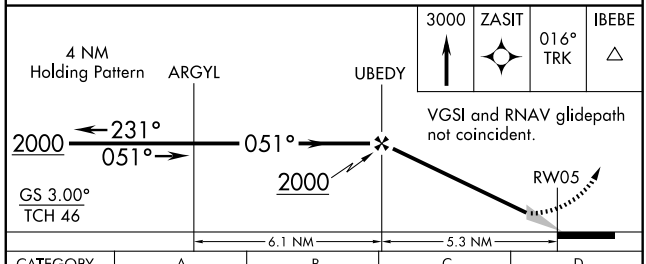
DME/DME RNP-0.3 NA. Use Moultrie altimeter setting, when not received, use Valdosta Rgnl altimeter setting and increase all DAs 7 feet, and all MDAs 20 feet, and Circling Cats B, C and D visibility ¼ mile. Baro-VNAV NA.

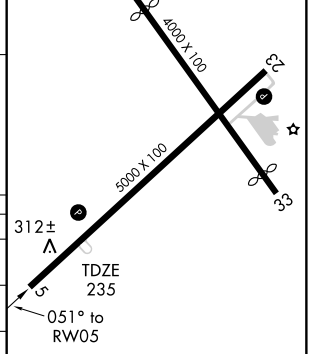
NA

MISSED APPROACH: Climb to 3000 direct ZASIT and via 016° track to IBEBE and hold.

MOULTRIE AWOS-3	VALDOSTA APP CON★	UNICOM
118.925	126.6 285.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	536-1 301 (300-1)			
LNAV/ VNAV DA	633-1½ 398 (400-1½)			
LNAV MDA	800-1 565 (600-1)		800-1½ 565 (600-1½)	800-1¾ 565 (600-1¾)
CIRCLING	960-1 724 (800-1)		960-2 724 (800-2)	960-2¼ 724 (800-2¼)

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5000
231°	TDZE	235
	Apt Elev	236

RNAV (GPS) RWY 23

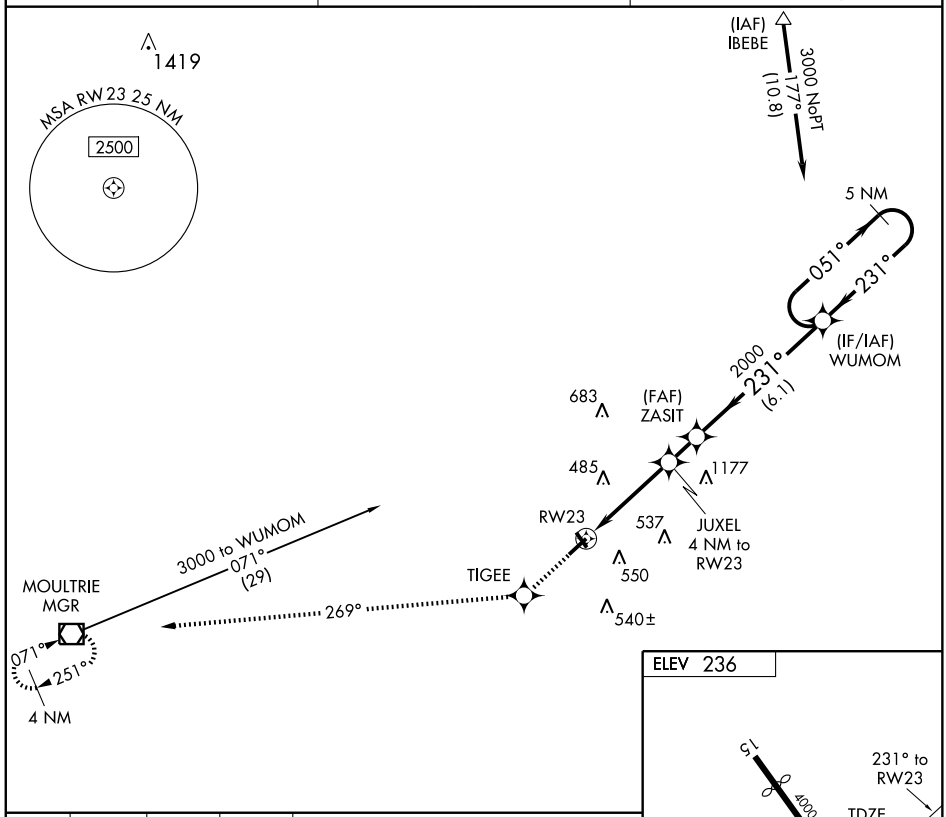
ADEL/ COOK COUNTY (15J)

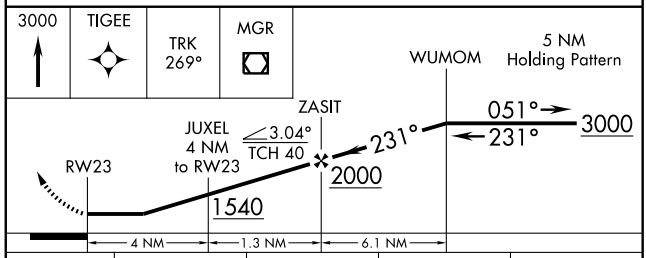
Use Moultrie altimeter setting; if not received, use Valdosta Rgnl altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

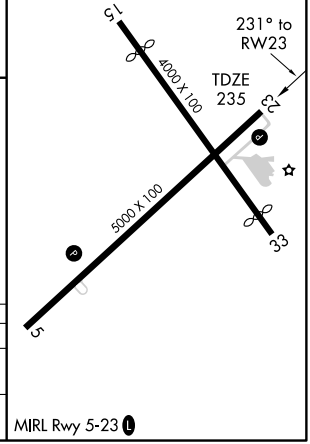
NA

MISSED APPROACH: Climb to 3000 direct TIGEE and via 269° track to MGR VOR/DME and hold.

MOULTRIE AWOS-3	VALDOSTA APP CON★	UNICOM
118.925	126.6 285.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	740-1 505 (600-1)		740-1½ 505 (600-1½)	
CIRCLING	960-1 724 (800-1)		960-2 724 (800-2)	960-2¼ 724 (800-2¼)

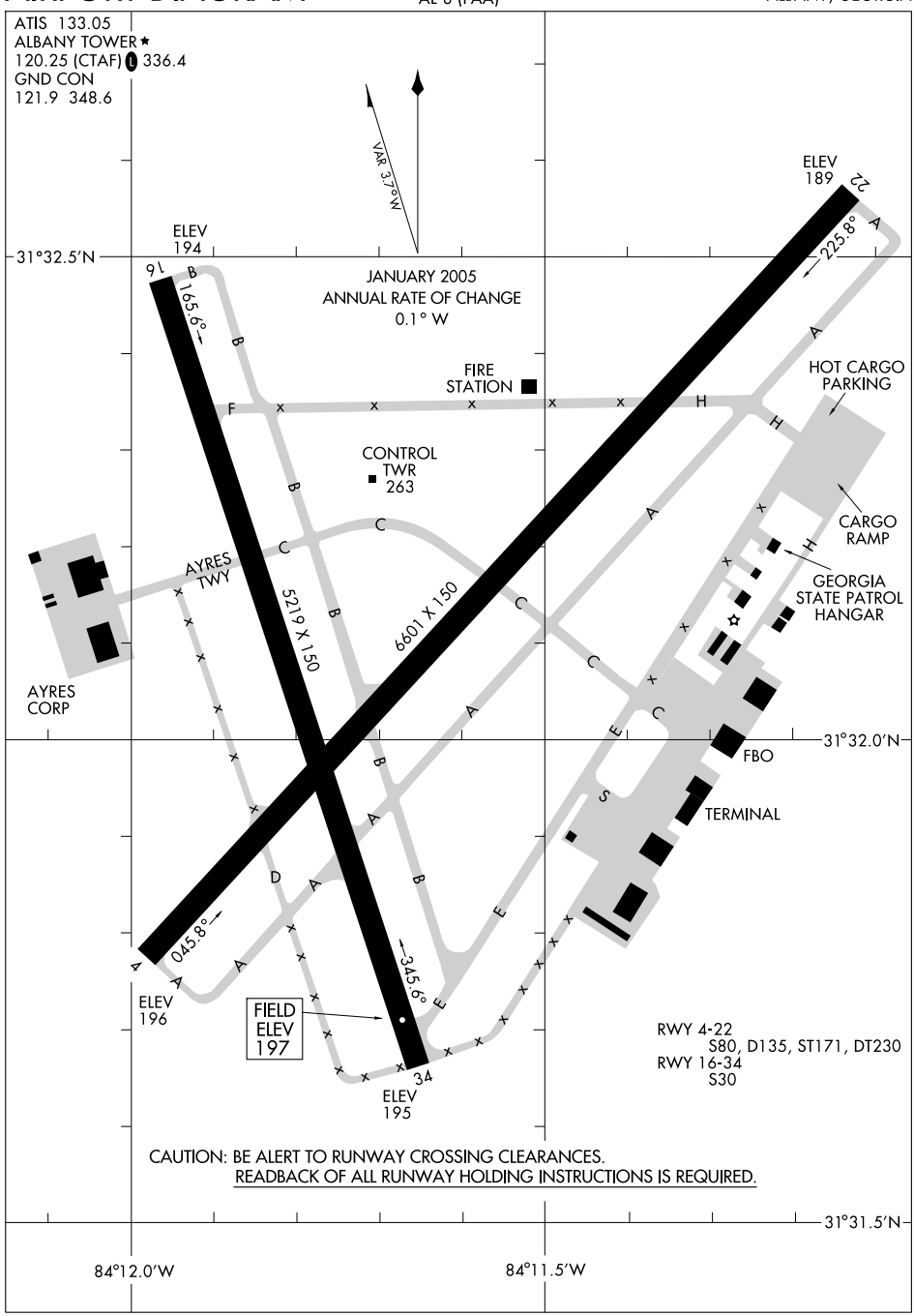
MIRL Rwy 5-23 L

SE-4, 22 OCT 2009 to 19 NOV 2009

08213

AIRPORT DIAGRAM

ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)
ALBANY, GEORGIA
AL-8 (FAA)



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-4, 22 OCT 2009 to 19 NOV 2009

LOC I-ABY	APP CRS	Rwy Idg	6601
108.5	044°	TDZE	196
		Apt Elev	196

ILS or LOC RWY 4

ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

* RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct PZD VORTAC and hold.

ATIS	JACKSONVILLE CENTER	ALBANY TOWER ★	GND CON	UNICOM
133.05	125.75 226.8	120.25 (CTAF) L 336.4	121.9 348.6	122.95

ADF or DME REQUIRED

ALTERNATE MISSED APCH FIX PUTNY AB 227 044° 224°

SHANY (IAF) AYUVO PZD 17

2200 to LOM 142° (23)

R-295

R-325 145° 325°

PECAN 116.1 PZD Chan 108

747 681 635 396 329 494 1275 319± 300

2200 178° (12)

10 NM

200 NoPT PZD 17 Arc

LR-201

LOCALIZER 108.5 I-ABY

044°

LOM/IAF PUTNY 227 AB

269° 089°

2200 317° (9.3)

SALER

MSA AB 25 NM 2600

2200 044° (6.4)

(IF) HAVEX INT PZD 17

224°

2200 to LOM 045° (15.6)

R-194 PZD

2200 to LOM 015° (10.5)

FLINN PZD 25.3

ELMOE

ELEV 196

245± 16 21 TWR 263 6601 X 150 5219 X 150 252 TDZE 196 34 237± 239± 265±

044° 5.9 NM from FAF

HIRL Rwy 4-22 L

MIRL Rwy 16-34 L

REIL Rwys 16 and 22

Remain within 10 NM

LOM

224° 044°

2200 2162 2200

VGSI and ILS glidepath not coincident.

GS 3.00° TCH 60

5.9 NM

1000	2000	PZD

CATEGORY	A	B	C	D
S-ILS 4	* 396/24 200 (200-½)			
S-LOC 4	580/24 384 (400-½)			580/40 384 (400-¾)
CIRCLING	640-1 444 (500-1)	660-1 464 (500-1)	660-1½ 464 (500-1½)	940-2½ 744 (800-2½)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SE-4, 22 OCT 2009 to 19 NOV 2009

LOC I-ABY	APP CRS	Rwy Idg	6601
108.5	224°	TDZE	192
		Apt Elev	196

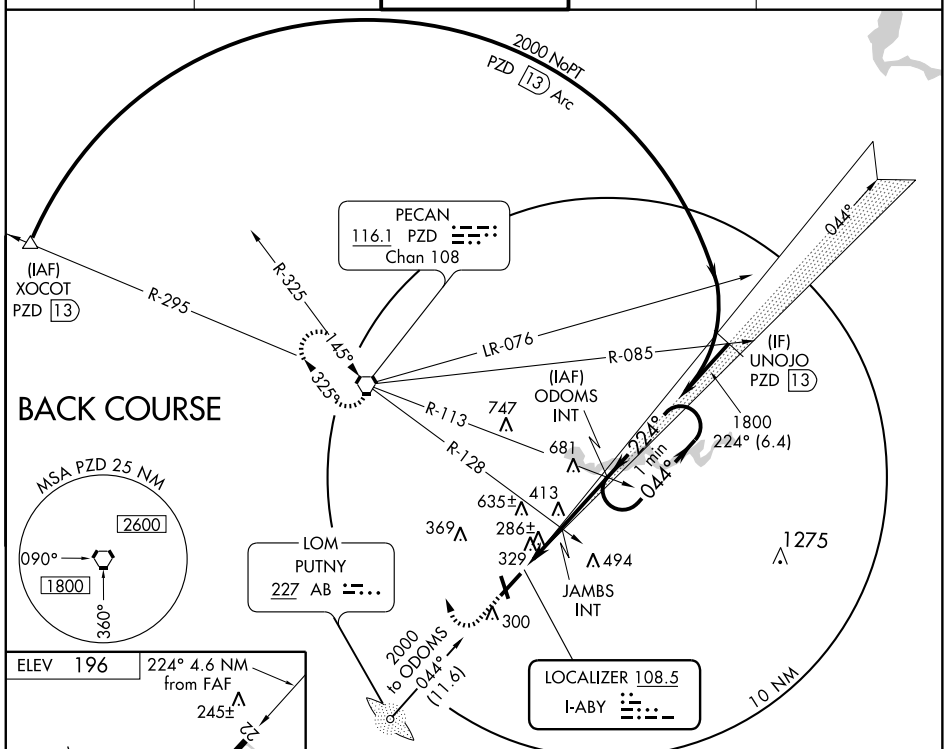
LOC BC RWY 22

ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

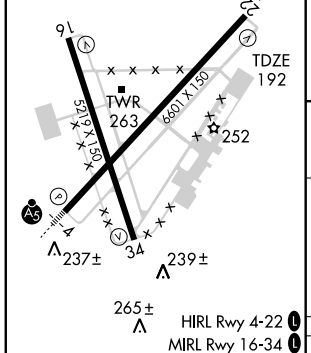
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct PZD VORTAC and hold.

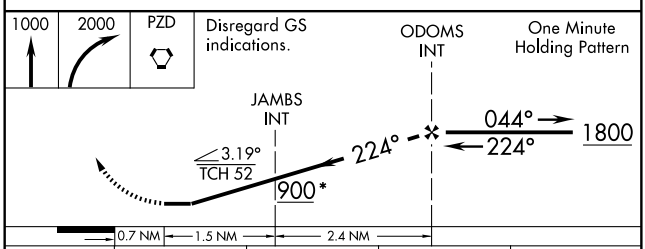
ATIS	JACKSONVILLE CENTER	ALBANY TOWER★	GND CON	UNICOM
133.05	125.75 226.8	120.25 (CTAF) L 336.4	121.9 348.6	122.95



ADF or DME REQUIRED



FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18



CATEGORY	A	B	C	D
S-22	580-1 388 (400-1)			580-1¼ 388 (400-1¼)
CIRCLING	640-1 444 (500-1)	660-1 464 (500-1)	660-1½ 464 (500-1½)	940-2½ 744 (800-2½)

SE-4, 22 OCT 2009 to 19 NOV 2009

LOM AB	APP CRS	Rwy Idg	6601
227	044°	TDZE	196
		Apt Elev	196

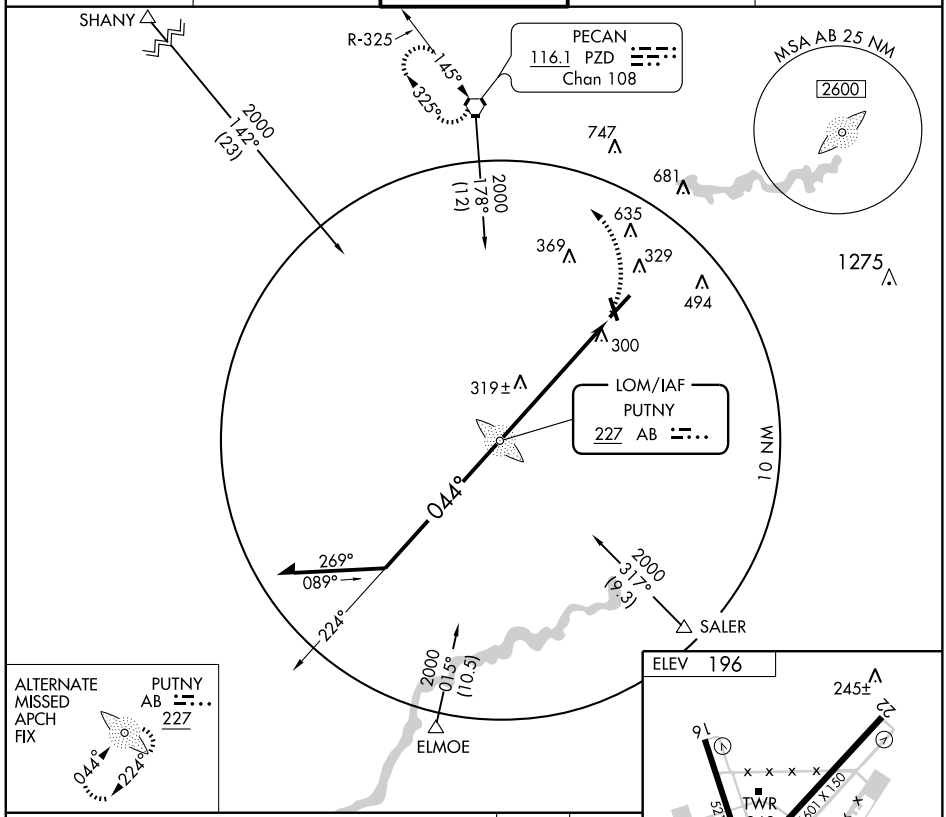
NDB RWY 4

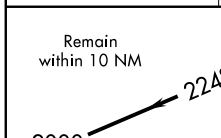
ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

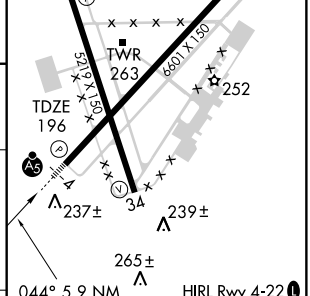
MALSR

MISSED APPROACH: Climbing left turn to 2000 direct PZD VORTAC and hold.

ATIS	JACKSONVILLE CENTER	ALBANY TOWER★	GND CON	UNICOM
133.05	125.75 226.8	120.25 (CTAF) L 336.4	121.9 348.6	122.95







CATEGORY	A	B	C	D
S-4	620/40 424 (500-¾)			620/50 424 (500-1)
CIRCLING	640-1 444 (500-1)	660-1 464 (500-1)	660-1½ 464 (500-1½)	940-2½ 744 (800-2½)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	6601
CH 78000	044°	TDZE	196
W04A		Apt Elev	196

RNAV (GPS) RWY 4

ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

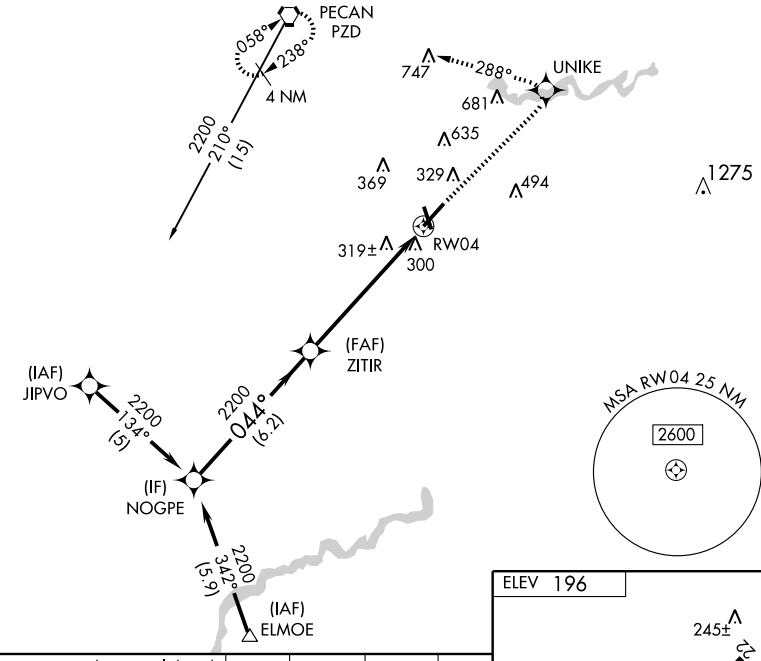
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV Cat D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 2000 direct UNIKE and left turn via track 288° to PZD VORTAC and hold.

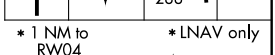
ATIS	JACKSONVILLE CENTER	ALBANY TOWER ★	GND CON	UNICOM
133.05	125.75 226.8	120.25 (CTAF) 336.4	121.9 348.6	122.95

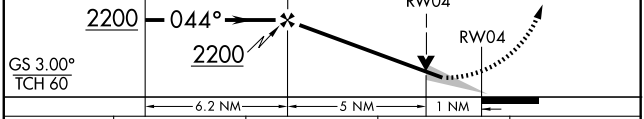
Procedure NA for arrivals at PZD VORTAC via V35-159 northbound.



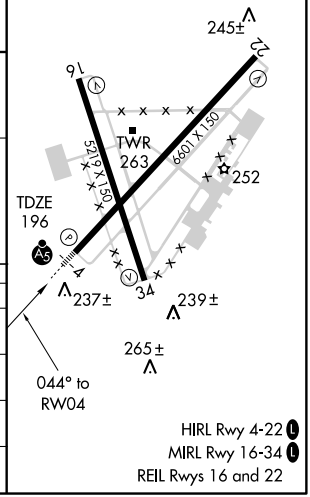
Procedure Turn NA

VGSI and RNAV glidepath not coincident.





CATEGORY	A	B	C	D
LPV DA	396/24 200 (200-½)			
LNAV/VNAV DA	635/50 439 (500-1)			
LNAV MDA	580/24 384 (400-½)			580/50 384 (400-1)
CIRCLING	640-1 444 (500-1)	660-1 464 (500-1)	660-1½ 464 (500-1½)	940-2½ 744 (800-2½)



HIRL Rwy 4-22 (L)
MIRL Rwy 16-34 (L)
REIL Rwys 16 and 22

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	5219
CH 48815	164°	TDZE	196
W16A		Apt Elev	196

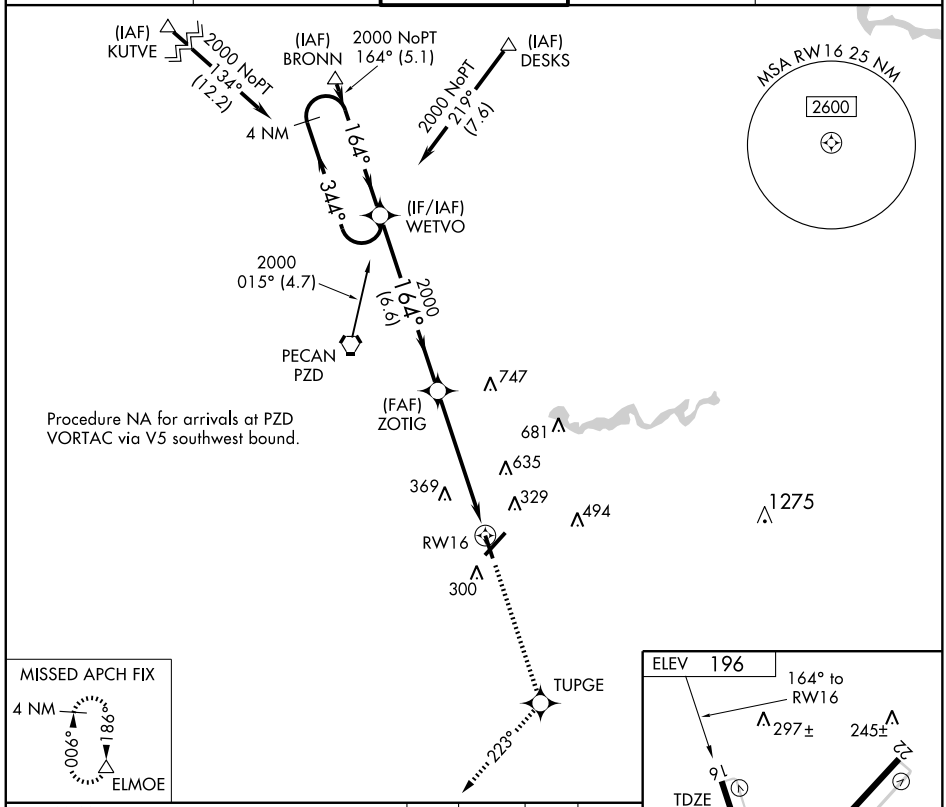
RNAV (GPS) RWY 16

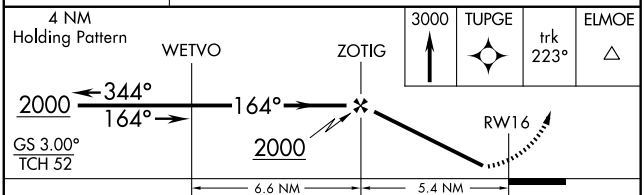
ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

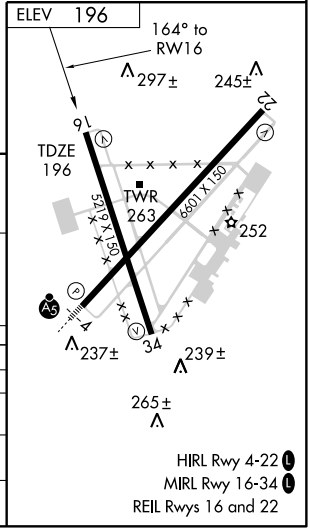
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct TUPGE and via track 223° to ELMOE and hold.

ATIS	JACKSONVILLE CENTER	ALBANY TOWER ★	GND CON	UNICOM
133.05	125.75 226.8	120.25 (CTAF) L 336.4	121.9 348.6	122.95







CATEGORY	A	B	C	D
LPV DA		534-1¼	338 (400-1¼)	
LNAV/ VNAV DA		603-1½	407 (500-1½)	
LNAV MDA	640-1 444 (500-1)		640-1¼ 444 (500-1¼)	640-1½ 444 (500-1½)
CIRCLING	640-1 444 (500-1)	660-1 464 (500-1)	660-1½ 464 (500-1½)	940-2½ 744 (800-2½)

HIRL Rwy 4-22 L
MIRL Rwy 16-34 L
REIL Rwys 16 and 22

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS CH 53613 W22A	APP CRS 224°	Rwy Idg 6601 / TDZE 192 / Apt Elev 196

RNAV (GPS) RWY 22

ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct ZITIR and via track 194° to ELMOE and hold.

ATIS	JACKSONVILLE CENTER	ALBANY TOWER ★	GND CON	UNICOM
133.05	125.75 226.8	120.25 (CTAF) L 336.4	121.9 348.6	122.95

Procedure NA for arrivals on PZD VORTAC airway radials 359 CW 110.

MSA RW22 25 NM 2600

(IAF) JEVMA

2000 134° (6)

(IF) WAVKA

2000 058° (11)

PECAN PZD

2000 224° (6.6)

747

681

(FAF) UNIKE

425

635

GUKDE 2.7 NM to RW22

369 329 494

1275

RW22

300

ZITIR

194°

MISSED APCH FIX

4 NM 186° 900° ELMOE

3000 | ZITIR | trk 194° | ELMOE

* LNAV only

GUKDE 2.7 NM to RW22

RW22

*1100

UNIKE

224° 2000

2000

WAVKA

Procedure Turn NA

GS 3.00° TCH 52

2.7 NM 2.7 NM 6.6 NM

CATEGORY	A	B	C	D
LPV DA	531-1¼	339 (400-1¼)		
LNAV/VNAV DA	611-1½	419 (500-1½)		
LNAV MDA	680-1 488 (500-1)		680-1¼ 488 (500-1¼)	680-1½ 488 (500-1½)
CIRCLING	680-1 484 (500-1)		680-1½ 484 (500-1½)	940-2½ 744 (800-2½)

ELEV 196

224° to RW22

245±

22

TDZE 192

TWR 263

6601 X 150

5219 X 150

252

A5

237±

34

239±

265±

HIRL Rwy 4-22 L

MIRL Rwy 16-34 L

REIL Rwys 16 and 22

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	5219
CH 97415	344°	TDZE	196
W34A		Apt Elev	196

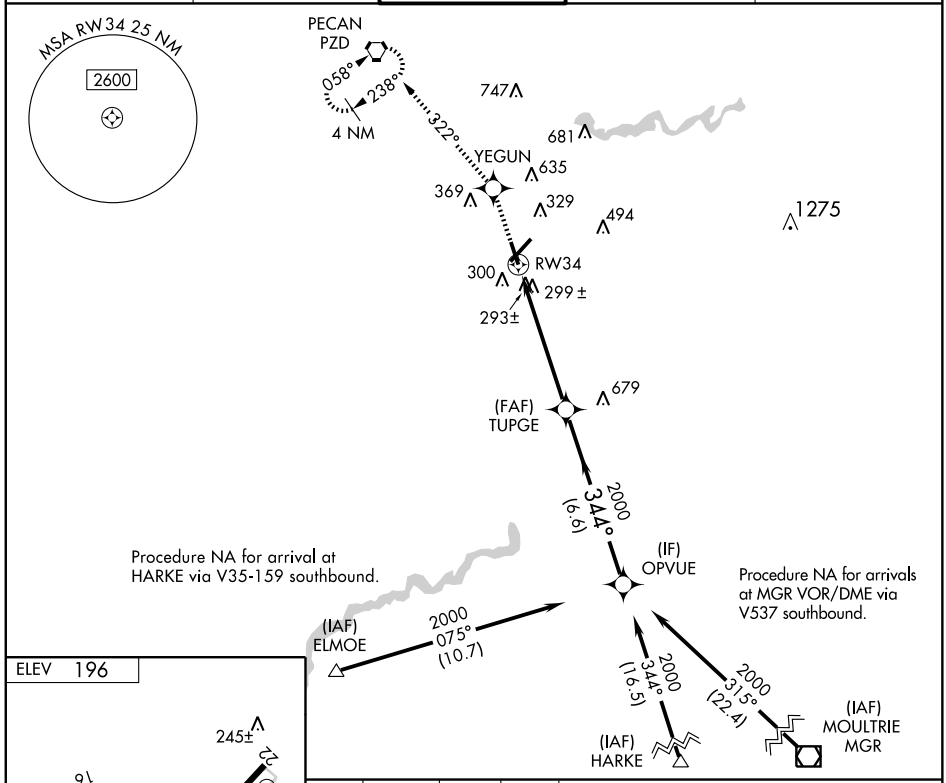
RNAV (GPS) RWY 34

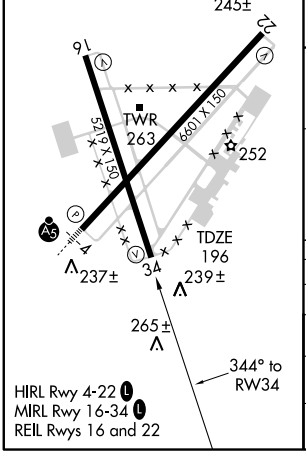
ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

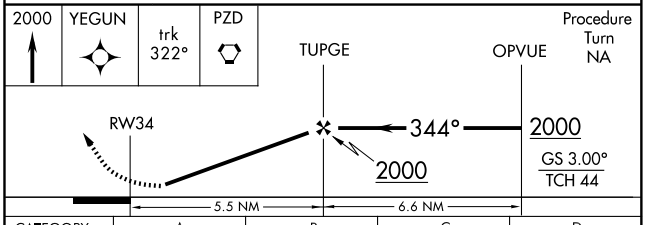
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct YEGUN and via track 322° to PZD VORTAC and hold.

ATIS	JACKSONVILLE CENTER	ALBANY TOWER ★	GND CON	UNICOM
133.05	125.75 226.8	120.25 (CTAF) 336.4	121.9 348.6	122.95







CATEGORY	A	B	C	D
LPV DA	510-1 314 (400-1)			
LNAV/VNAV DA	590-1½ 394 (400-1½)			
LNAV MDA	580-1 384 (400-1)			580-1¼ 384 (400-1¼)
CIRCLING	640-1 444 (500-1)	660-1 464 (500-1)	660-1½ 464 (500-1½)	940-2½ 744 (800-2½)

SE-4, 22 OCT 2009 to 19 NOV 2009

VORTAC PZD	APP CRS	Rwy Idg	5219
116.1	147°	TDZE	196
Chan 108		Apt Elev	196

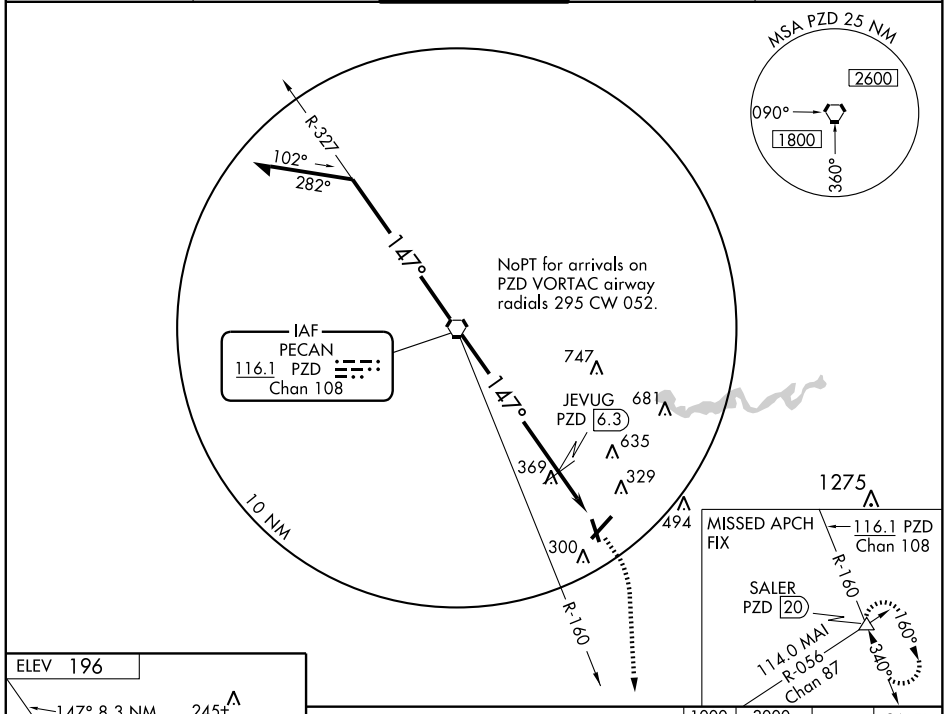
VOR or TACAN RWY 16

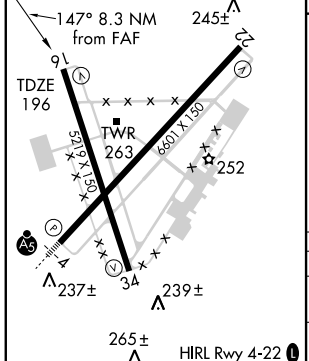
ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via heading 170° PZD VORTAC R-160 to SALER INT/PZD 20 DME and hold.

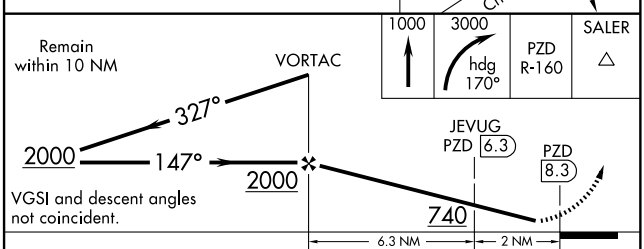
ATIS	JACKSONVILLE CENTER	ALBANY TOWER ★	GND CON	UNICOM
133.05	125.75 226.8	120.25 (CTAF) L 336.4	121.9 348.6	122.95





HIRL Rwy 4-22 L
MIRL Rwy 16-34 L
REIL Rwys 16 and 22

FAF to MAP 8.3 NM					
Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46



CATEGORY	A	B	C	D
S-16	740-1 544 (600-1)		740-1½ 544 (600-1½)	740-1¾ 544 (600-1¾)
CIRCLING	740-1 544 (600-1)		740-1½ 544 (600-1½)	940-2½ 744 (800-2½)
JEVUG FIX MINIMUMS				
S-16	640-1 444 (500-1)		640-1¼ 444 (500-1¼)	640-1½ 444 (500-1½)
CIRCLING	640-1 444 (500-1)	660-1 464 (500-1)	660-1½ 464 (500-1½)	940-2½ 744 (800-2½)

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5000
156°	TDZE	200
	Apt Elev	200

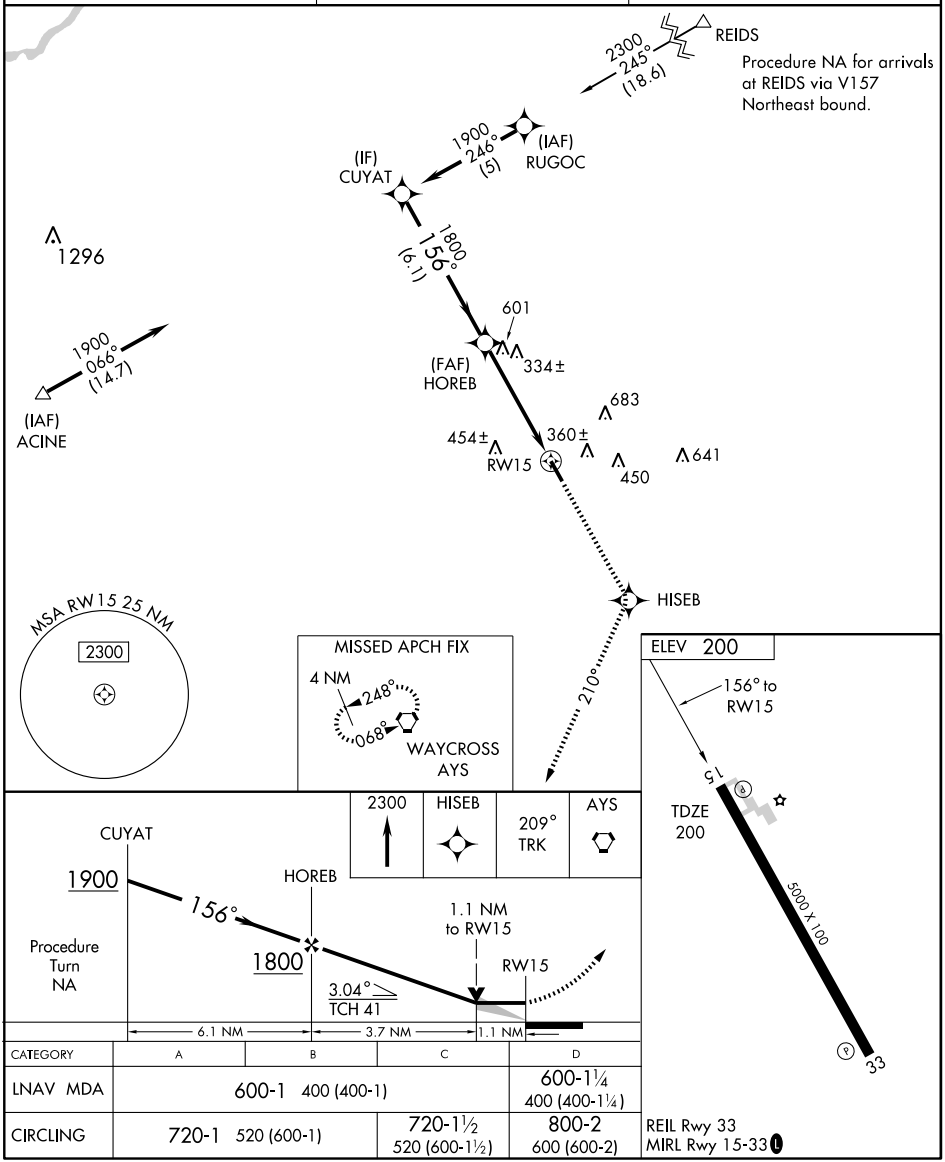
RNAV (GPS) RWY 15

ALMA/ BACON COUNTY (AMG)

VDP NA when using Vidalia altimeter setting. DME/DME RNP-0.3 NA. Straight-in minimums NA at night. When local altimeter setting not received, use Vidalia altimeter setting and increase all MDA 120 feet increase LNAV Cats. C and D visibility ½ mile, and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2300 direct HISEB and via 209° track to AYS VORTAC and hold.

ASOS	JACKSONVILLE CENTER	UNICOM
118.325	132.3 290.4	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	600-1 400 (400-1)			600-1¼ 400 (400-1¼)
CIRCLING	720-1 520 (600-1)		720-1½ 520 (600-1½)	800-2 600 (600-2)

REIL Rwy 33
MIRL Rwy 15-33 L

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5000
336°	TDZE	196
	Apt Elev	200

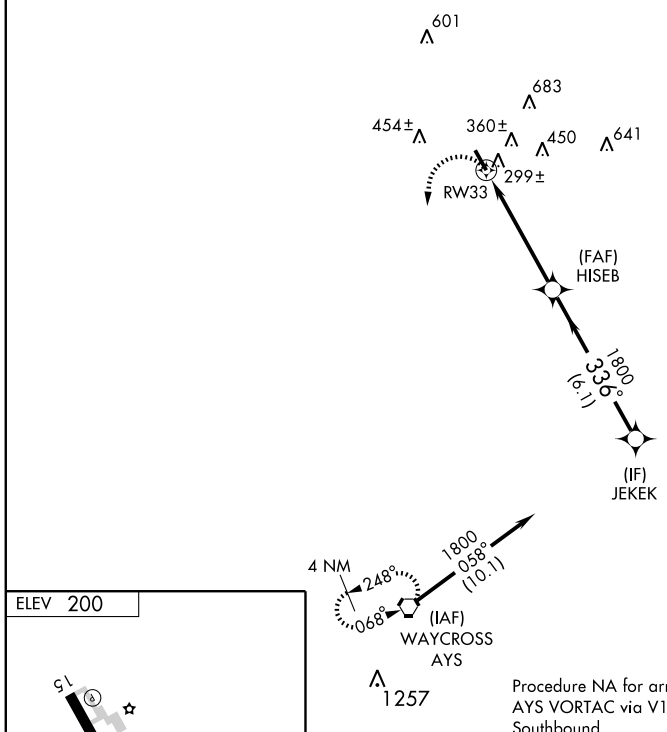
RNAV (GPS) RWY 33

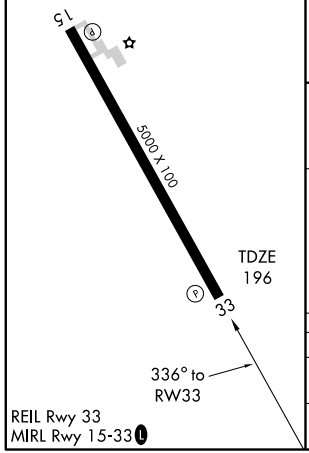
ALMA/ BACON COUNTY (AMG)

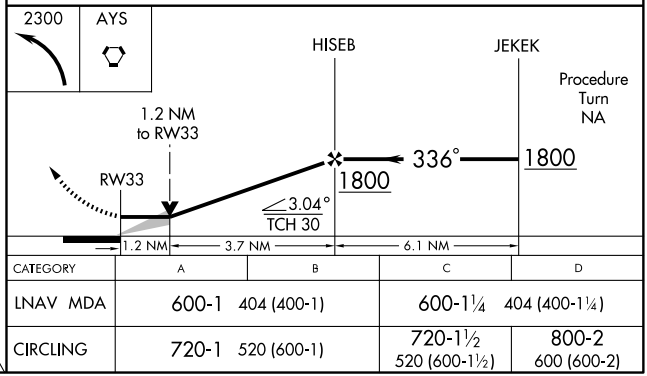
VDP NA when using Vidalia altimeter setting. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Vidalia altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing left turn to 2300 direct AYS VORTAC and hold.

ASOS	JACKSONVILLE CENTER	UNICOM
118.325	132.3 290.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	600-1 404 (400-1)		600-1¼ 404 (400-1¼)	
CIRCLING	720-1 520 (600-1)		720-1½ 520 (600-1½)	800-2 600 (600-2)

LOC I-ACJ	APP CRS	Rwy Idg	6021
110.5	229°	TDZE	464
		Apt Elev	471

ILS or LOC/NDB RWY 23

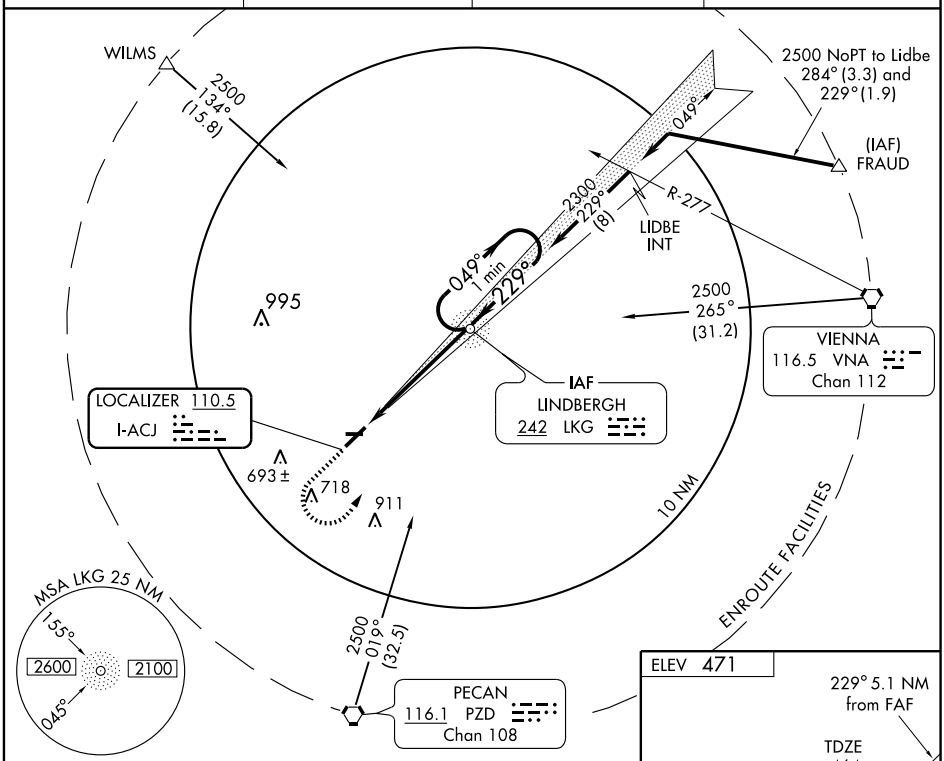
AMERICUS/SOUTHER FIELD (ACJ)

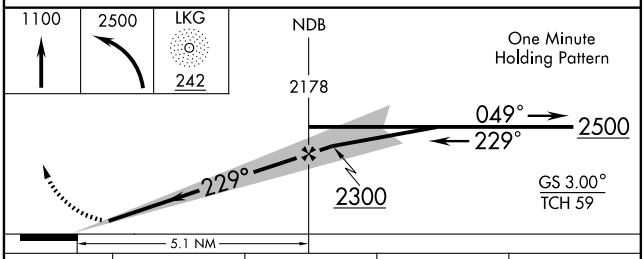
Inoperative table does not apply.
ADF REQUIRED

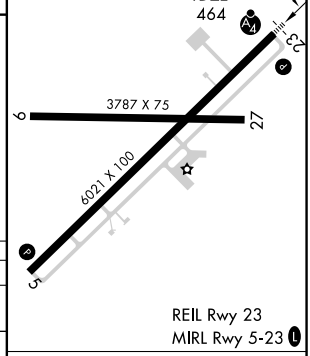
MALSF

MISSED APPROACH: Climb to 1100 then climbing left turn to 2500 direct LKG NDB and hold.

AWOS-3	ATLANTA APP CON ★	ATLANTA CLNC DEL	UNICOM
128.375	125.5 323.1	119.95	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 23	714-1 250 (300-1)			
S-LOC 23	860-1 396 (400-1)			860-1¼ 396 (400-1¼)
CIRCLING	900-1 429 (500-1)	940-1 469 (500-1)	940-1½ 469 (500-1½)	1040-2 569 (600-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-4, 22 OCT 2009 to 19 NOV 2009

AMERICUS, GEORGIA

AL-5951 (FAA)

APP CRS	Rwy Idg	6021
049°	TDZE	467
	Apt Elev	471

RNAV (GPS) RWY 5

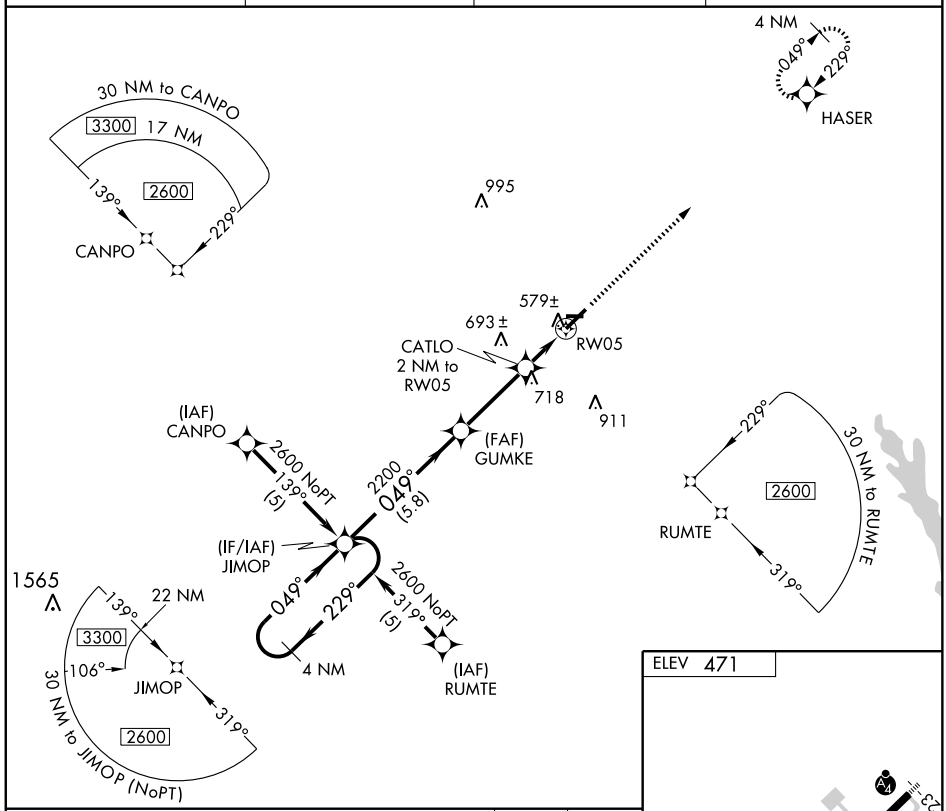
AMERICUS/SOUTHER FIELD (ACJ)

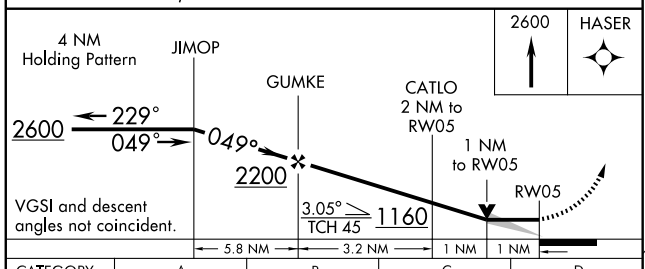
NA

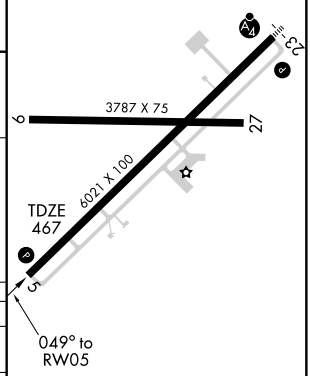
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct HASER WP and hold.

AWOS-3	ATLANTA APP CON ★	ATLANTA CLNC DEL	UNICOM
128.375	125.5 323.1	119.95	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	840-1 373 (400-1)			840-1¼ 373 (400-1¼)
CIRCLING	900-1 429 (500-1)	940-1 469 (500-1)	940-1½ 469 (500-1½)	1040-2 569 (600-2)

REIL Rwy 23
MIRL Rwy 5-23 L

SE-4, 22 OCT 2009 to 19 NOV 2009

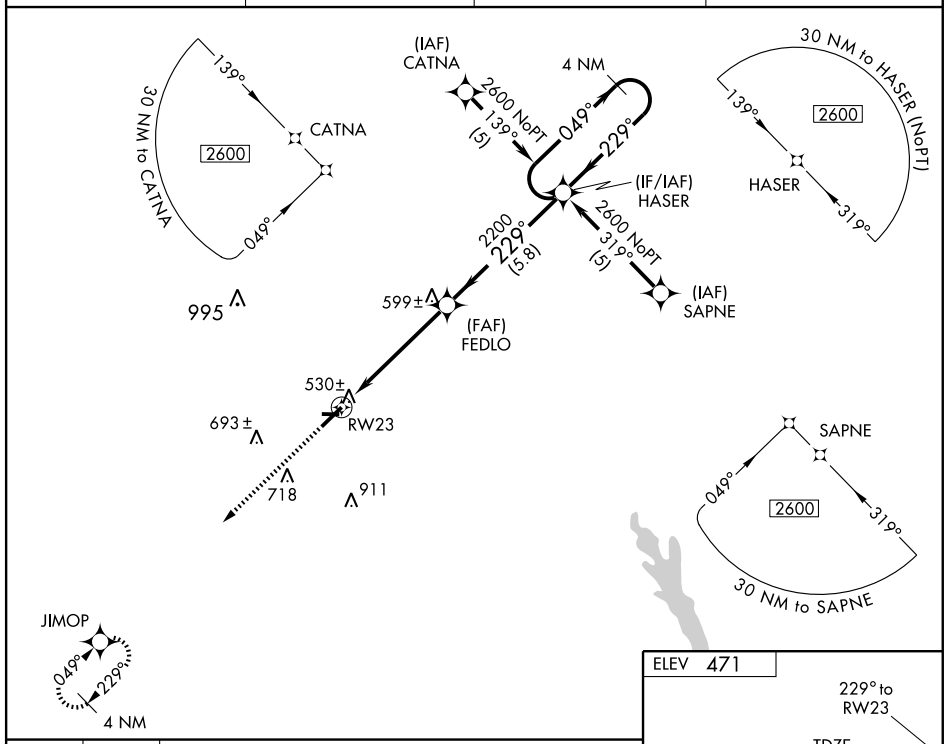
APP CRS	Rwy Idg	6021
229°	TDZE	464
	Apt Elev	471

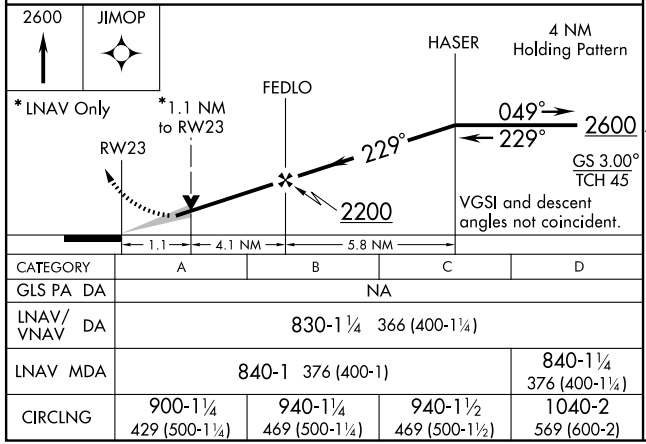
RNAV (GPS) RWY 23

AMERICUS/SOUTHER FIELD (ACJ)

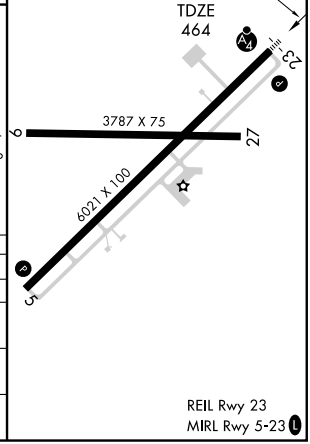
T A NA	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Inoperative table does not apply.	MALSF	MISSED APPROACH: Climb to 2600 direct JIMOP WP and hold.

AWOS-3	ATLANTA APP CON ★	ATLANTA CLNC DEL	UNICOM
128.375	125.5 323.1	119.95	122.8 (CTAF) L





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	830-1¼ 366 (400-1¼)			
LNAV MDA	840-1 376 (400-1)			840-1¼ 376 (400-1¼)
CIRCLNG	900-1¼ 429 (500-1¼)	940-1¼ 469 (500-1¼)	940-1½ 469 (500-1½)	1040-2 569 (600-2)



REIL Rwy 23
MIRL Rwy 5-23 L

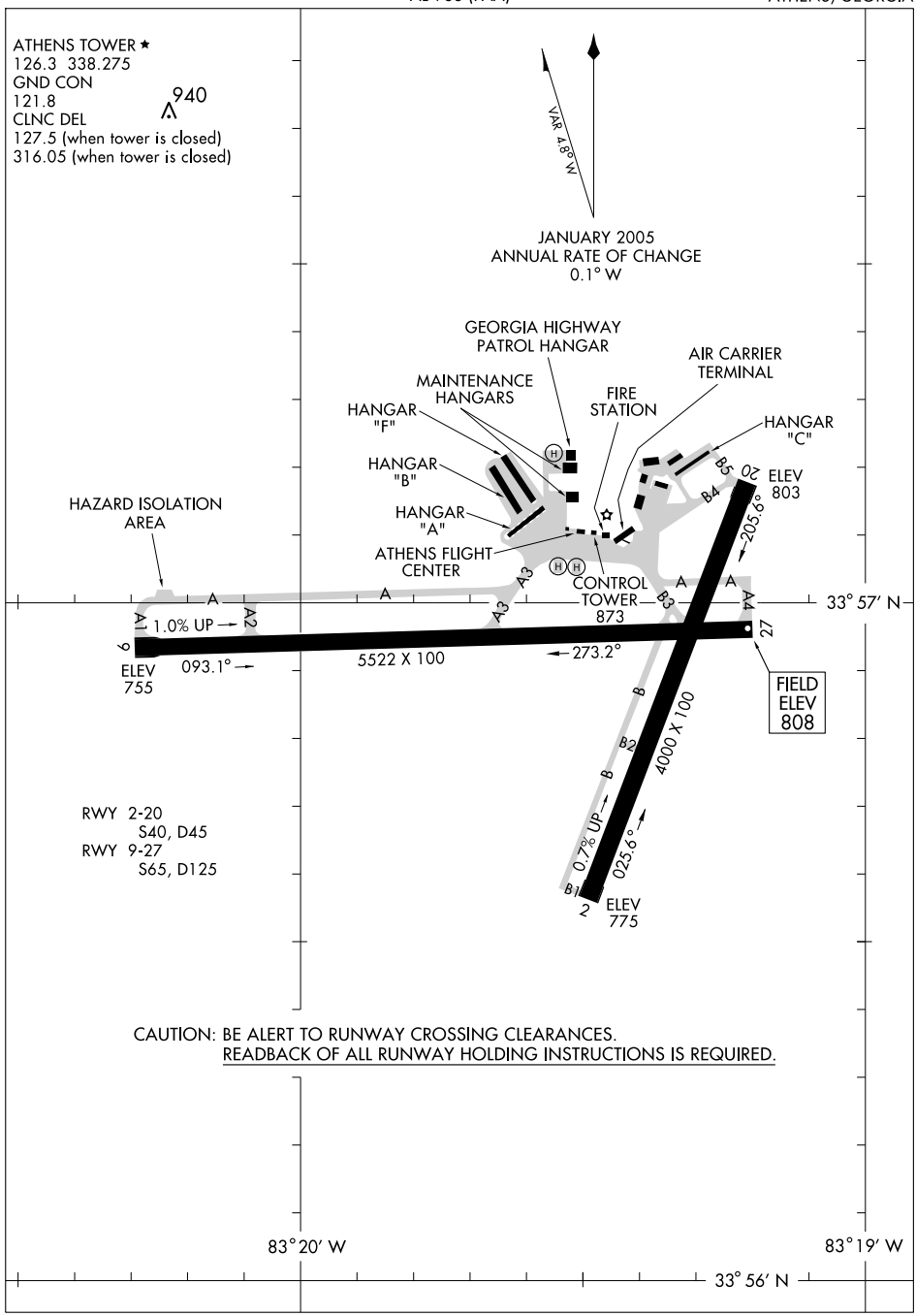
SE-4, 22 OCT 2009 to 19 NOV 2009

07018

AIRPORT DIAGRAM

AL-983 (FAA)

ATHENS/ BEN EPPS (AHN)
ATHENS, GEORGIA



SE-4, 22 OCT 2009 to 19 NOV 2009

LOC I-AHN	APP CRS	Rwy Idg	5522
110.95	271°	TDZE	808
		Apt Elev	808

ILS or LOC/DME RWY 27

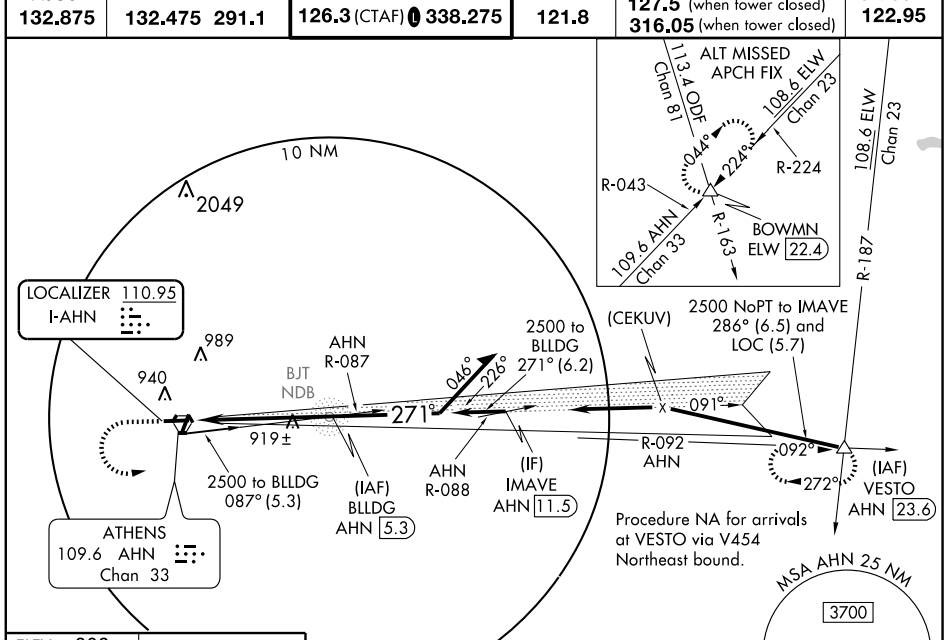
ATHENS/BEN EPPS (AHN)

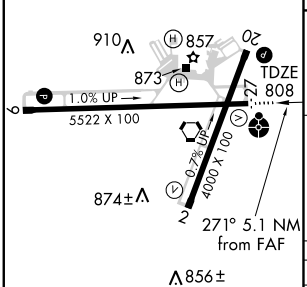
DME from AHN VORTAC. Simultaneous reception of I-AHN and AHN DME Required. When local altimeter setting not received, use Winder altimeter setting and increase DA 59 feet, and all visibilities ¼ mile, increase all MDA 60 feet and S-LOC 27 visibility Cat. C ½ mile and D ¼ mile. Inoperative table does not apply to S-LOC 27 Cat. C when using Winder altimeter setting.

ODALS

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 via heading 060° and AHN VORTAC R-092 to VESTO Int/AHN 23.6 DME and hold.

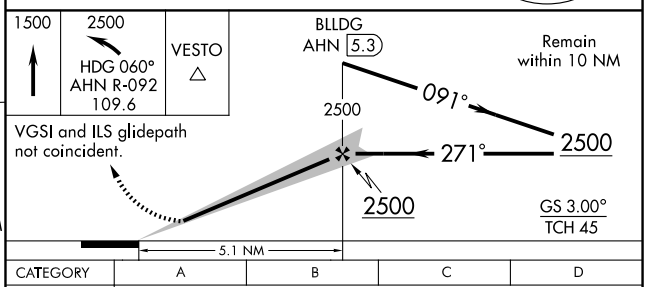
ASOS	ATLANTA APP CON★	ATHENS TOWER★	GND CON	CLNC DEL	UNICOM
132.875	132.475 291.1	126.3 (CTAF) L 338.275	121.8	127.5 (when tower closed) 316.05 (when tower closed)	122.95





MIRL Rwy 2-20
MIRL Rwy 9-27 L
REIL Rwy 27 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-ILS 27	1008-¾ 200 (200-¾)			
S-LOC 27	1180-¾ 372 (400-¾)			1180-1¼ 372 (400-1¼)
CIRCLING	1240-1 432 (500-1)	1260-1 452 (500-1)	1260-1½ 452 (500-1½)	1360-2 552 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

NDB BJT	APP CRS		
221	272°	Rwy Idg	5522
		TDZE	808
		Apt Elev	808

NDB RWY 27

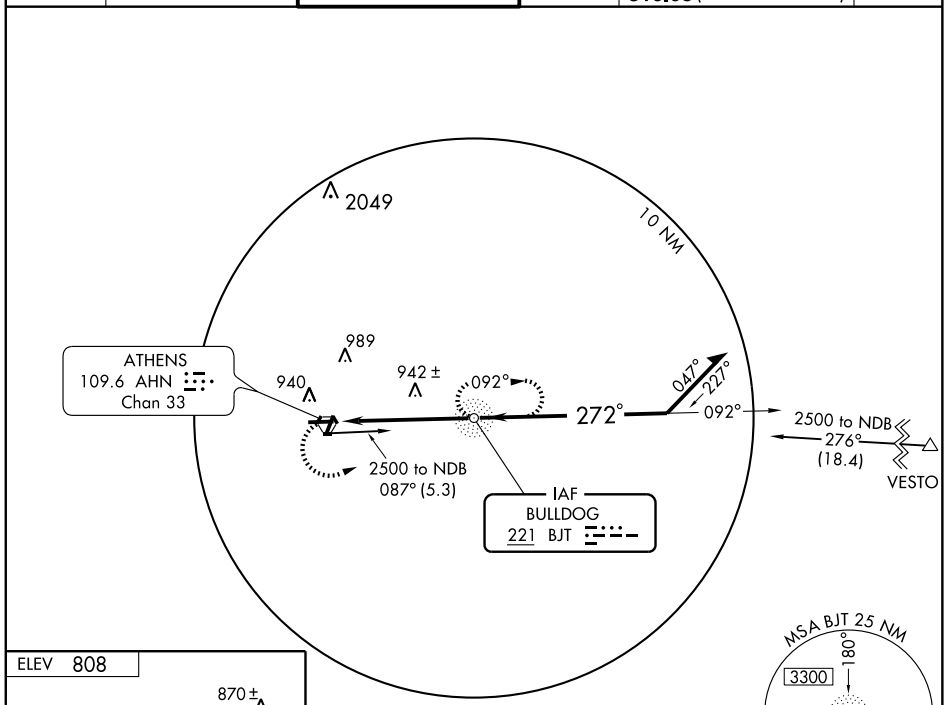
ATHENS/BEN EPPS (AHN)

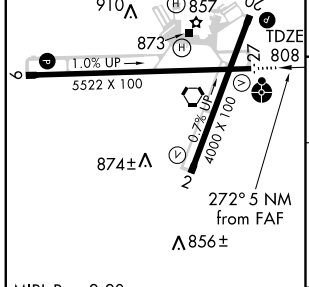
When local altimeter setting not received, use Winder altimeter setting and increase all MDA 60 feet and increase S-27 Cats. C and D visibility ¼ mile. Inoperative table does not apply to Cat. C.

ODALS

MISSED APPROACH: Climbing left turn to 2500 direct BJT NDB and hold.

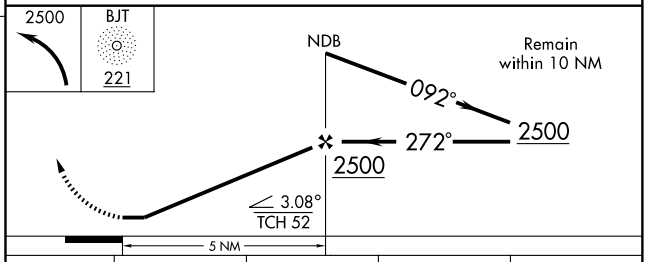
ASOS	ATLANTA APP CON★	ATHENS TOWER★	GND CON	CLNC DEL	UNICOM
132.875	132.475 291.1	126.3 (CTAF) L 338.275	121.8	127.5 (when tower closed) 316.05 (when tower closed)	122.95





MIRL Rwy 2-20
MIRL Rwy 9-27 L
REIL Rwy 27 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-27	1300-¾ 492 (500-¾)		1300-1¼ 492 (500-1¼)	1300-1½ 492 (500-1½)
CIRCLING	1300-1 492 (500-1)		1300-1½ 492 (500-1½)	1360-2 552 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4000
024°	TDZE	805
	Apt Elev	808

RNAV (GPS) RWY 2

ATHENS/BEN EPPS (AHN)

When local altimeter setting not received, use Winder altimeter setting and increase all MDA 60 feet; increase LNAV Cats. C and D visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 direct UMMIL and hold.

ASOS	ATLANTA APP CON★	ATHENS TOWER★	GND CON	CLNC DEL	UNICOM
132.875	132.475 291.1	126.3 (CTAF) L 338.275	121.8	127.5 (when tower closed) 316.05 (when tower closed)	122.95

Procedure NA for arrivals at CONLY via V325 Northwestbound.

CONLY

2600
153°
(18)

2049

989

940

RW02

899±

(FAF)
HUVOV

2400
024°
(6.1)

(IAF)
NICIV

2500 NoPT
114°
(5)

(IF/IAF)
KOBVE

2500 NoPT
294°
(5)

(IAF)
LIYID

024°
204°
4 NM

2500
336°
(16.5)

Procedure NA for arrivals at TRAPI via V5-51-267 Southbound.

TRAPI

MISSED APCH FIX
4 NM
024°
204°
UMMIL

MSA RW02 25 NM
3700

3100 UMMIL

4 NM
Holding Pattern

KOBVE

HUVOV

2500
204°
024°
024°
2400
3.04°
TCH 40
RW02

VGSI and descent angles not coincident.

6.1 NM 4.9 NM

CATEGORY	A	B	C	D
LNAV MDA	1200-1 395 (400-1)			1200-1¼ 395 (400-1¼)
CIRCLING	1240-1 432 (500-1)	1260-1 452 (500-1)	1260-1½ 452 (500-1½)	1360-2 552 (600-2)

ELEV 808

MIRL Rwy 2-20
MIRL Rwy 9-27 L
REIL Rwy 27 L

870±

910

857

873

20

27

9

1.0% UP
5522 X 100

0.7% UP
4000 X 100

874±

2

TDZE
805

024° to
RW02

856±

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5522
091°	TDZE	778
	Apt Elev	808

RNAV (GPS) RWY 9

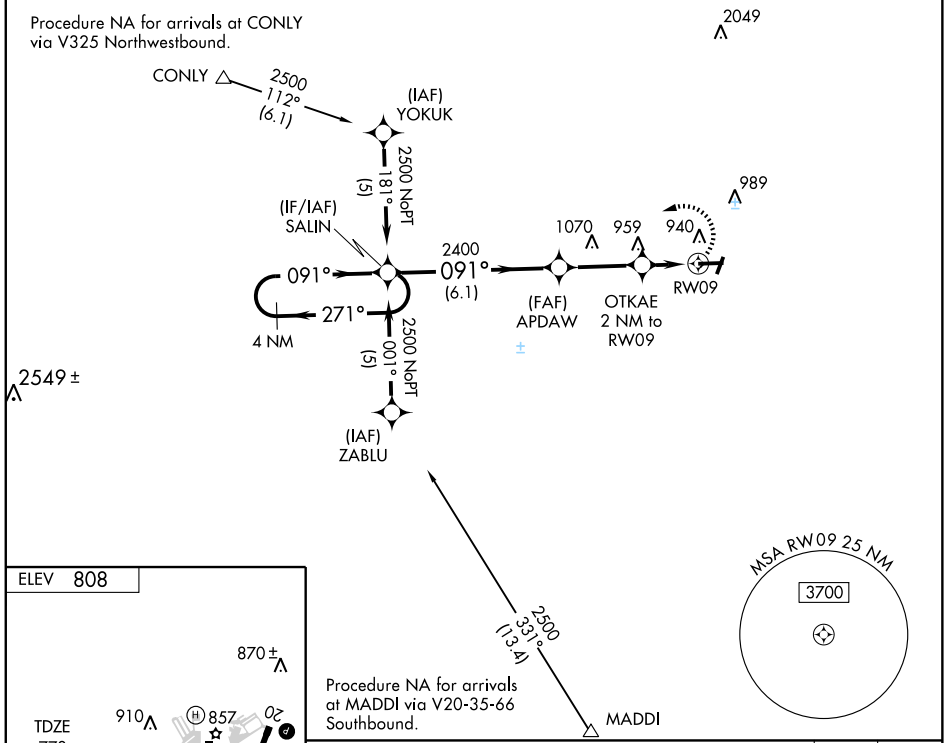
ATHENS/BEN EPPS (AHN)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Winder altimeter setting and increase all MDA 60 feet; increase LNAV Cats. C and D visibility ¼ mile.

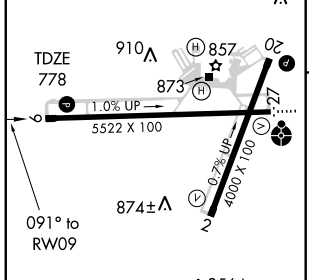
MISSED APPROACH: Climbing left turn to 2500 direct SALIN and hold.

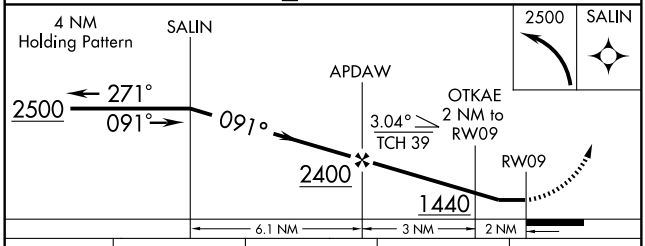
ASOS	ATLANTA APP CON★	ATHENS TOWER★	GND CON	CLNC DEL	UNICOM
132.875	132.475 291.1	126.3 (CTAF) L 338.275	121.8	127.5 (when tower closed) 316.05 (when tower closed)	122.95

Procedure NA for arrivals at CONLY via V325 Northwestbound.



Procedure NA for arrivals at MADDI via V20-35-66 Southbound.





CATEGORY	A	B	C	D
LNAV MDA	1260-1	482 (500-1)	1260-1¼ 482 (500-1¼)	1260-1½ 482 (500-1½)
CIRCLING	1260-1	452 (500-1)	1260-1½ 452 (500-1½)	1360-2 552 (600-2)

MIRL Rwy 2-20
MIRL Rwy 9-27 L
REIL Rwy 27 L

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4000
204°	TDZE	807
	Apt Elev	808

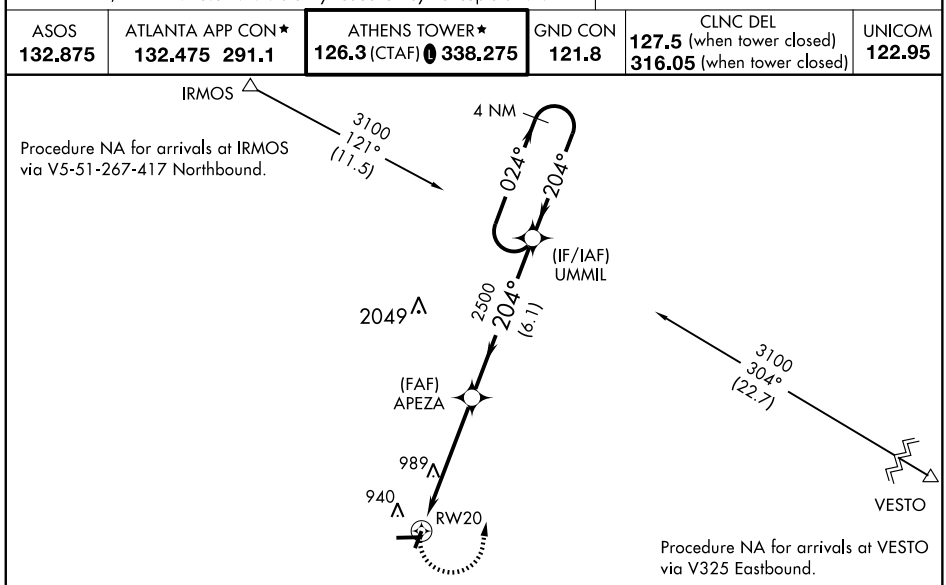
RNAV (GPS) RWY 20

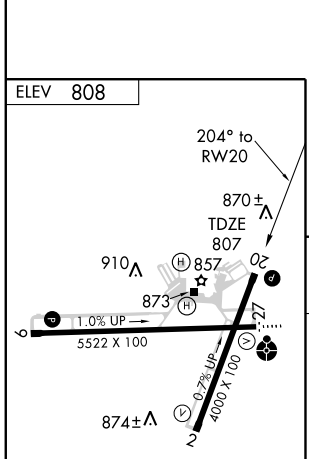
ATHENS/BEN EPPS (AHN)

When local altimeter setting not received, use Winder altimeter setting and increase all MDA 60 feet.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

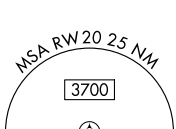
MISSED APPROACH: Climbing left turn to 3100 direct UMMIL and hold.

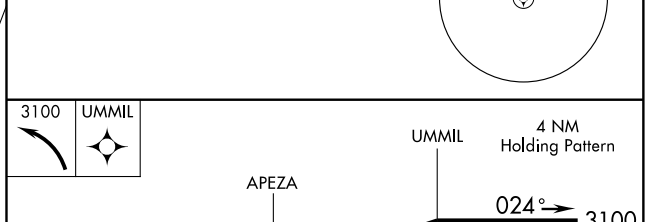
ASOS	ATLANTA APP CON★	ATHENS TOWER★	GND CON	CLNC DEL	UNICOM
132.875	132.475 291.1	126.3 (CTAF) L 338.275	121.8	127.5 (when tower closed) 316.05 (when tower closed)	122.95





MIRL Rwy 2-20
MIRL Rwy 9-27 L
REIL Rwy 27 L





CATEGORY	A	B	C	D
LNAV MDA	1240-1 433 (500-1)		1240-1¼ 433 (500-1¼)	1240-1½ 433 (500-1½)
CIRCLING	1240-1 432 (500-1)	1260-1 452 (500-1)	1260-1½ 452 (500-1½)	1360-2 552 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	5522
CH 69503	271°	TDZE	808
W27A		Apt Elev	808

RNAV (GPS) RWY 27

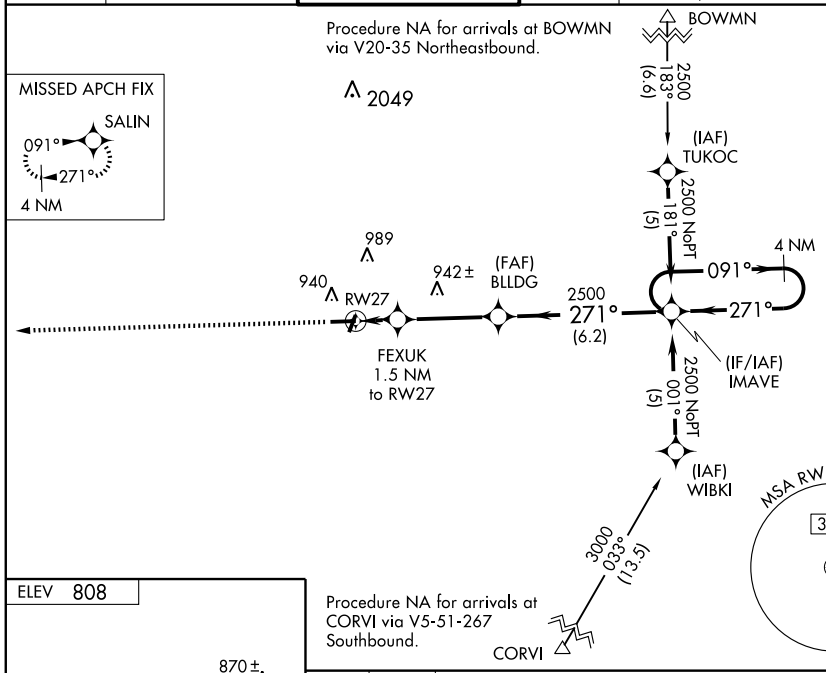
ATHENS/BEN EPPS (AHN)

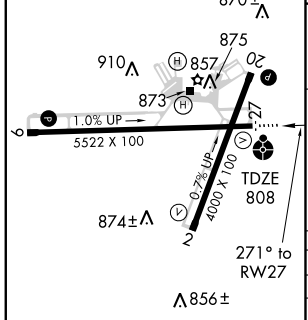
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Winder altimeter setting and increase all DA 59 feet and all MDA 60 feet; increase LPV visibility to 1 mile all Cats., LNAV/VNAV visibility to 1¼ mile all Cats., and LNAV Cat. D visibility to 1¼ mile. Baro-VNAV and VDP NA when using Winder altimeter setting. Inoperative table does not apply to LNAV/VNAV all Cats.when using Winder altimeter setting.

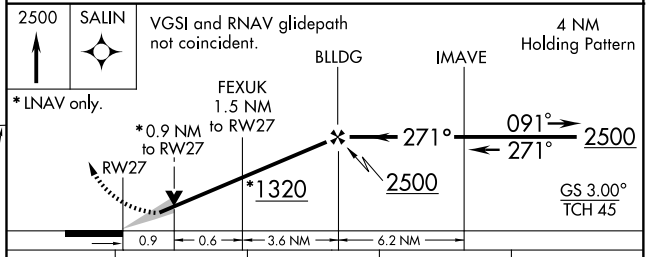
ODALS

MISSED APPROACH: Climb to 2500 direct SALIN and hold.

ASOS	ATLANTA APP CON★	ATHENS TOWER★	GND CON	CLNC DEL	UNICOM
132.875	132.475 291.1	126.3 (CTAF) L 338.275	121.8	127.5 (when tower closed) 316.05 (when tower closed)	122.95







CATEGORY	A	B	C	D
LPV DA	1058-¾ 250 (300-¾)			
LNAV/VNAV DA	1120-¾ 312 (400-¾)			1120-1 312 (400-1)
LNAV MDA	1140-¾ 332 (400-¾)			1140-1 332 (400-1)
CIRCLING	1240-1 432 (500-1)	1260-1 452 (500-1)	1260-1½ 452 (500-1½)	1360-2 552 (600-2)

MIRL Rwy 2-20
MIRL Rwy 9-27 L
REIL Rwy 27 L

SE-4, 22 OCT 2009 to 19 NOV 2009

ATHENS, GEORGIA

AL-983 (FAA)

VORTAC AHN	APP CRS	Rwy Idg	4000
109.6	014°	TDZE	805
Chan 33		Apt Elev	808

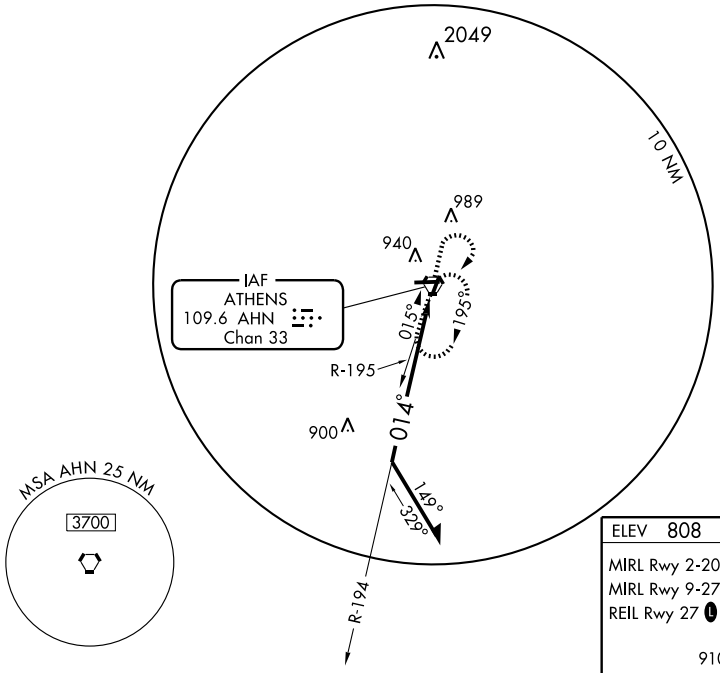
VOR RWY 2

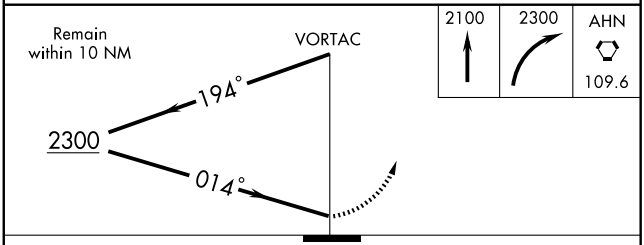
ATHENS/BEN EPPS (AHN)

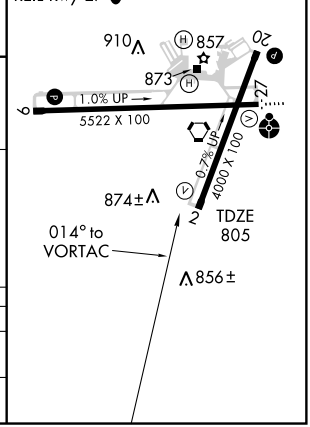
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Winder altimeter setting and increase all MDA 60 feet, and S-2 Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2100 then climbing right turn to 2300 direct AHN VORTAC and hold.

ASOS	ATLANTA APP CON★	ATHENS TOWER★	GND CON	CLNC DEL	UNICOM
132.875	132.475 291.1	126.3 (CTAF) L 338.275	121.8	127.5 (when tower closed) 316.05 (when tower closed)	122.95







CATEGORY	A	B	C	D
S-2	1220-1 415 (500-1)			1220-1¼ 415 (500-1¼)
CIRCLING	1240-1 432 (500-1)	1260-1 452 (500-1)	1260-1½ 452 (500-1½)	1360-2 552 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

VORTAC AHN	APP CRS	Rwy Idg	5522
109.6	261°	TDZE	808
Chan 33		Apt Elev	808

VOR RWY 27

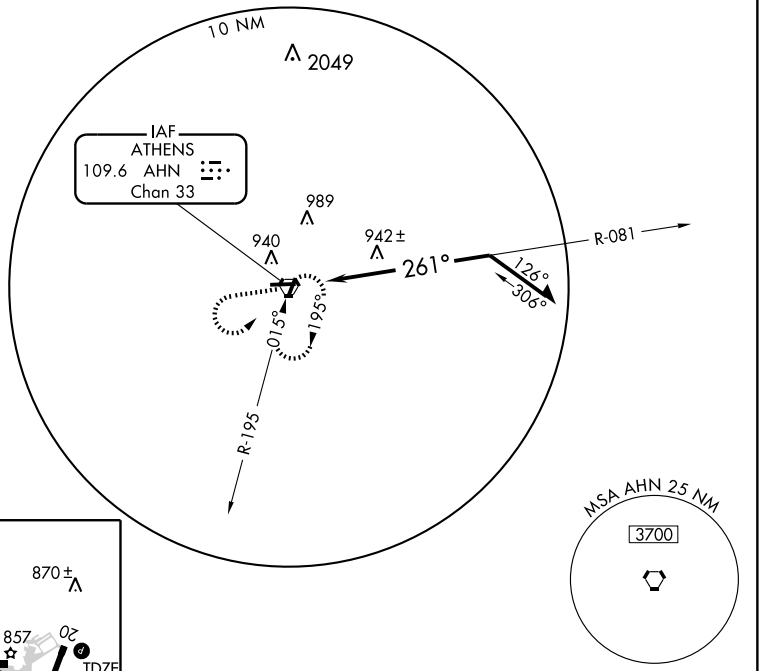
ATHENS/BEN EPPS (AHN)

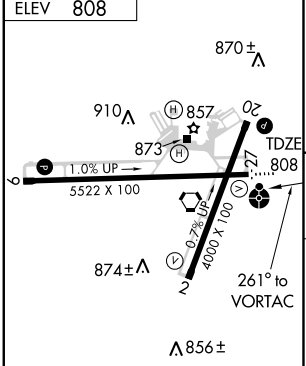
When local altimeter setting not received, use Winder altimeter setting and increase all MDA 60 feet; increase S-27 Cats. C and D visibility ¼ mile. VDP NA when using Winder altimeter setting. Inoperative table does not apply to Cat. C.

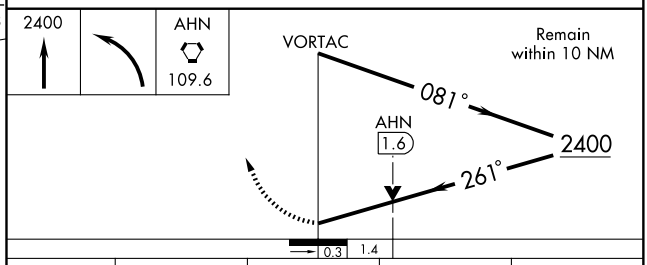
ODALS

MISSED APPROACH: Climb to 2400 then left turn direct AHN VORTAC and hold.

ASOS	ATLANTA APP CON★	ATHENS TOWER★	GND CON	CLNC DEL	UNICOM
132.875	132.475 291.1	126.3 (CTAF) L 338.275	121.8	127.5 (when tower closed) 316.05 (when tower closed)	122.95







CATEGORY	A	B	C	D
S-27	1300-¾ 492 (500-¾)		1300-1¼ 492 (500-1¼)	1300-1½ 492 (500-1½)
CIRCLING	1300-1 492 (500-1)		1300-1½ 492 (500-1½)	1360-2 552 (600-2)

MIRL Rwy 2-20
MIRL Rwy 9-27 L
REIL Rwy 27 L

SE-4, 22 OCT 2009 to 19 NOV 2009

AIRPORT DIAGRAM

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)
AL-26 (FAA)
ATLANTA, GEORGIA

ATIS ARR 119.65
ATIS DEP 125.55
ATLANTA TOWER
119.1 381.6 Rwy 8L-26R
125.325 381.6 Rwy 8R-26L
119.3 381.6 Rwy 9R-27L
123.85 381.6 Rwy 9L-27R
119.5 381.6 Rwy 10-28
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
CLNC DEL
118.1

D

LANDING AIRCRAFT CAN EXPECT TO REMAIN ON TOWER FREQUENCY UNTIL SPECIFICALLY INSTRUCTED TO CONTACT GROUND CONTROL. CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

*Group VI aircraft are restricted from using Taxiway Foxtrot east of Ramp 5 North to the west side of Taxiway Charlie.

**Group VI aircraft are restricted from using Taxiway Lima east of Ramp 5 South to west of Ramp 6 South.

***Aircraft with wingspan greater than 171' are restricted from using Taxiway Victor.

33°40'N

VAR 4.0°W
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

CITY HANGAR
AIRTRAN HANGAR
DELTA NORTH
NORTH CARGO RAMP
FBO
FUEL FARMS
FUEL FARM
FIRE STATION
ILS HOLD
RWY 26R APPROACH AREA HOLD
ELEV 990
ELEV 1015
ELEV 1024
ELEV 995
ELEV 1019
ELEV 978
ELEV 1000
ELEV 998
LAHSO
0.6% DOWN
1.0% DOWN
0.4% DOWN
0.3% DOWN
0.4% UP
0.5% UP
094.0°
274.0°
9000 X 150
10000 X 150
11890 X 150
9001 X 150
TERMINAL
RAMP 1
RAMP 2
RAMP 3
RAMP 4
RAMP 5
RAMP 6
DIXIE CONTROL TOWER 1357
DAL JET BASE
FIRE STATION
ILS HOLD
Taxis J, K, N12
FIELD ELEV 1026
NWA HANGAR
SOUTH CARGO RAMP

33°39'N
33°38'N
33°37'N

Ramp Frequencies:

Ramp 1	131.45
Ramp 2	131.85
Ramp 3	129.27
Ramp 4	130.07
Ramp 5	129.37
Ramp 6	131.37

RWYS 8L-26R, 9L-27R
S120, D200, ST175, DT360
PCN 62 R/A/W/T
RWYS 8R-26L
S120, D200, ST175, DT360
PCN 74 R/A/W/T
RWYS 9R-27L
S120, D200, ST175, DT360
PCN 68 R/A/W/T
RWYS 10-28
S75, D209, ST175, DT600, DDT900
PCN 74 R/A/W/T

CAUTION: Pilots are cautioned not to mistake the marked concrete on Rwy 10/28 and taxiway SG for a taxiway at the I-285 overpass.

ASDE-X Surveillance system in use. Pilots should operate transponders with Mode C on all twys & rwys.

84°27'W
84°26'W
84°25'W

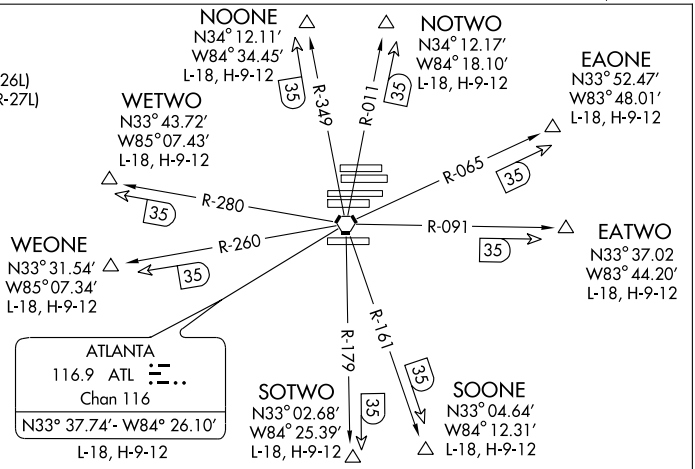
SE-4, 22 OCT 2009 to 19 NOV 2009

ATLANTA FIVE DEPARTURE (ATL5.ATL)

SL-26 (FAA)

ATLANTA, GEORGIA

ATIS DEP 125.55
CLNC DEL 118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
135.7 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)



NOTE: Chart not to scale.

TAKE-OFF MINIMUMS: RWY 8L, 8R, 9L, 9R, 26L, 26R, 27L, 27R, STANDARD.

NOTE: Monitor tower frequency when advised by ground control.

NOTE: Use departure frequency depicted unless otherwise assigned.

NOTE: NOISE ABATEMENT DEPARTURE TRACKS (NADTs): Following this procedure minimizes deviation from the idealized track. TURBOJETS ONLY: Anticipate the following NADT no wind heading: RWY 8R heading 070°, RWY 9L heading 090°, RWY 26L heading 275°, RWY 27R heading 250°. ATC will issue a wind corrected heading prior to takeoff. Fly assigned heading at the point instructed by ATC.

NOTE: TURBOJETS: Accelerate to 250 KIAS immediately until reaching 10,000 MSL, if unable, advise ATC.

TURBOPROPS: Operate in a manner that will result in best forward speed and climb rate.

DEPARTURE ROUTE DESCRIPTION

Turbojets maintain 10,000 (or requested altitude if lower), props maintain 4,000. Expect further clearance to filed altitude 10 minutes after departure. Maintain heading as assigned until vectored to appropriate VOR, airway, or jet route. Unless otherwise assigned, departure frequency for North runways (8L-26R and 8R-26L) - 125.7, South runways (9L-27R and 9R-27L) - 135.7. Transponder code will be issued via PDC or Atlanta Clearance Delivery.

SPECIAL INSTRUCTIONS: Midfield aircraft at ramps 1, 2, 3, 4, 5, and 6 will advise ramp towers of vector areas prior to pushback. The vector areas are associated with the depicted intersections as follows:

INTERSECTION	VECTOR AREA
EAONE	EAST-ONE
EATWO	EAST-TWO
NOONE	NORTH-ONE
NOTWO	NORTH-TWO
SOONE	SOUTH-ONE
SOTWO	SOUTH-TWO
WEONE	WEST-ONE
WETWO	WEST-TWO

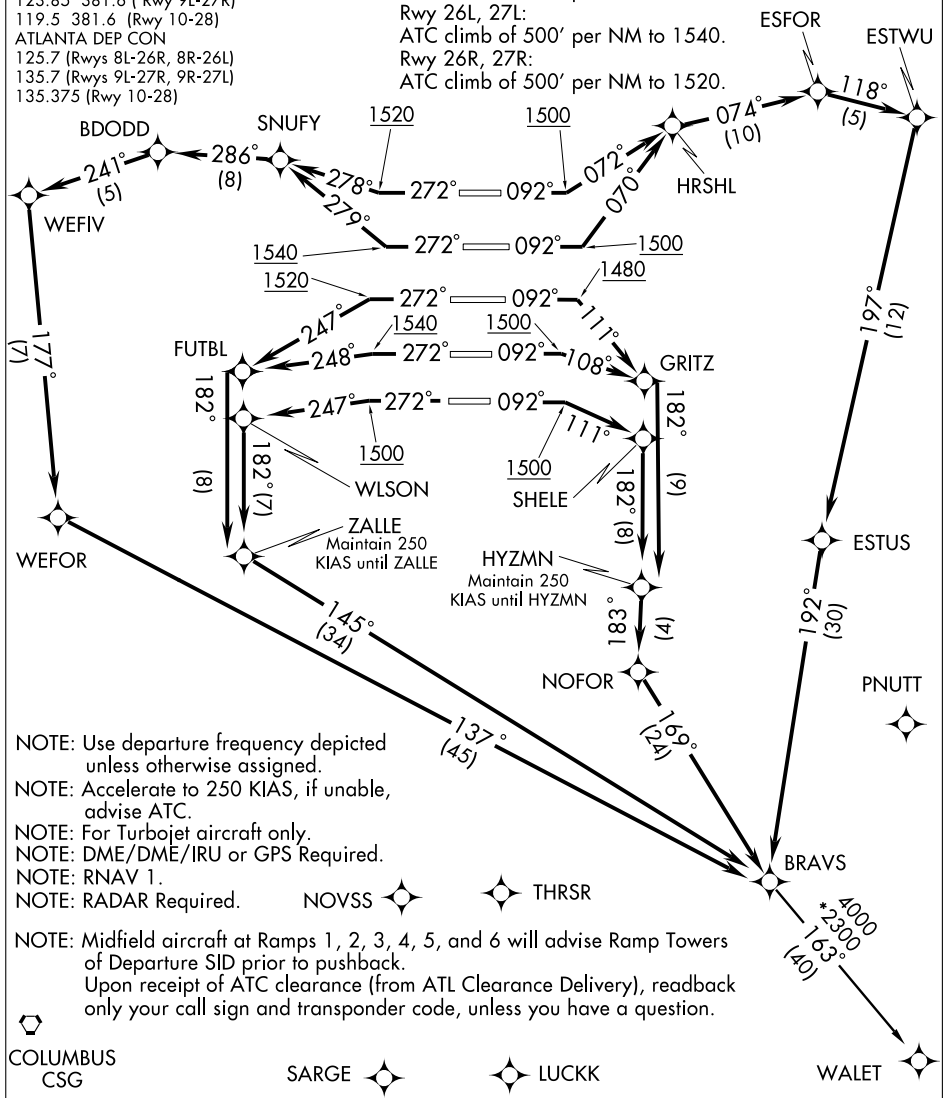
Upon receipt of ATC, clearance (from Atlanta Clearance Delivery), read back only your call sign and transponder code, unless you have a question.

SE-4, 22 OCT 2009 to 19 NOV 2009

BRAVS FIVE DEPARTURE (RNAV)

ATIS DEP 125.55
CLNC DEL 118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
135.7 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)

TAKEOFF MINIMUMS:
Rwy 8R, 300-1 or Standard with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.
Rwy 9L, 300-1¼ or Standard with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.
Rwy 8L, 9R, 10, 26L, 26R, 27L, 27R, 28:
STANDARD with the following ATC climb rates:
Rwy 8L, 9R, 10, 28:
ATC climb of 500' per NM to 1500.
Rwy 26L, 27L:
ATC climb of 500' per NM to 1540.
Rwy 26R, 27R:
ATC climb of 500' per NM to 1520.



NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: For Turbojet aircraft only.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.

NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback.
Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

(Continued on next page)

NOTE: Chart not to scale

SE-4, 22 OCT 2009 to 19 NOV 2009

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to BRAVS, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to BRAVS, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to BRAVS, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to BRAVS, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE , then via depicted route to BRAVS, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to BRAVS, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to BRAVS, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to BRAVS, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to BRAVS, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to BRAVS, maintain 250 KIAS until ZALLE, thence....
....maintain 10,000 (or requested altitude, if lower), expect clearance to filed altiude ten minutes after departure.

WALET TRANSITION (BRAVS5.WALET):

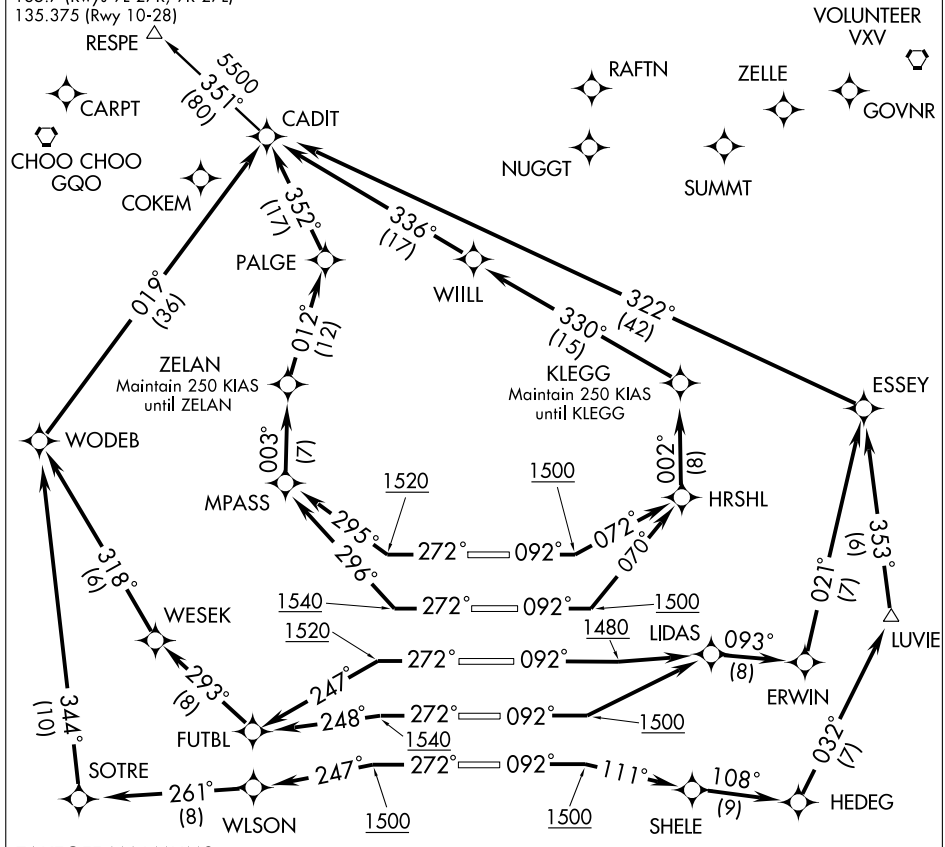
NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on Tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

SE-4, 22 OCT 2009 to 19 NOV 2009

CADIT FIVE DEPARTURE (RNAV)

ATIS DEP 125.55
CLNC DEL 118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
135.7 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: For Turbojet aircraft only.
NOTE: RADAR Required.
NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.



TAKEOFF MINIMUMS:
Rwy 8L, 9R, 10, 26L, 26R, 27L, 27R, 28:
STANDARD with the following ATC climb rates:
Rwy 8L, 9R, 10, 28:
ATC climb of 500' per NM to 1500.
Rwy 26L, 27L:
ATC climb of 500' per NM to 1540.
Rwy 26R, 27R:
ATC climb of 500' per NM to 1520.

TAKEOFF MINIMUMS:
Rwy 8R, 300-1 or Standard with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.
Rwy 9L, 300-1¼ or Standard with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.

(Continued on next page)

NOTE: Chart not to scale

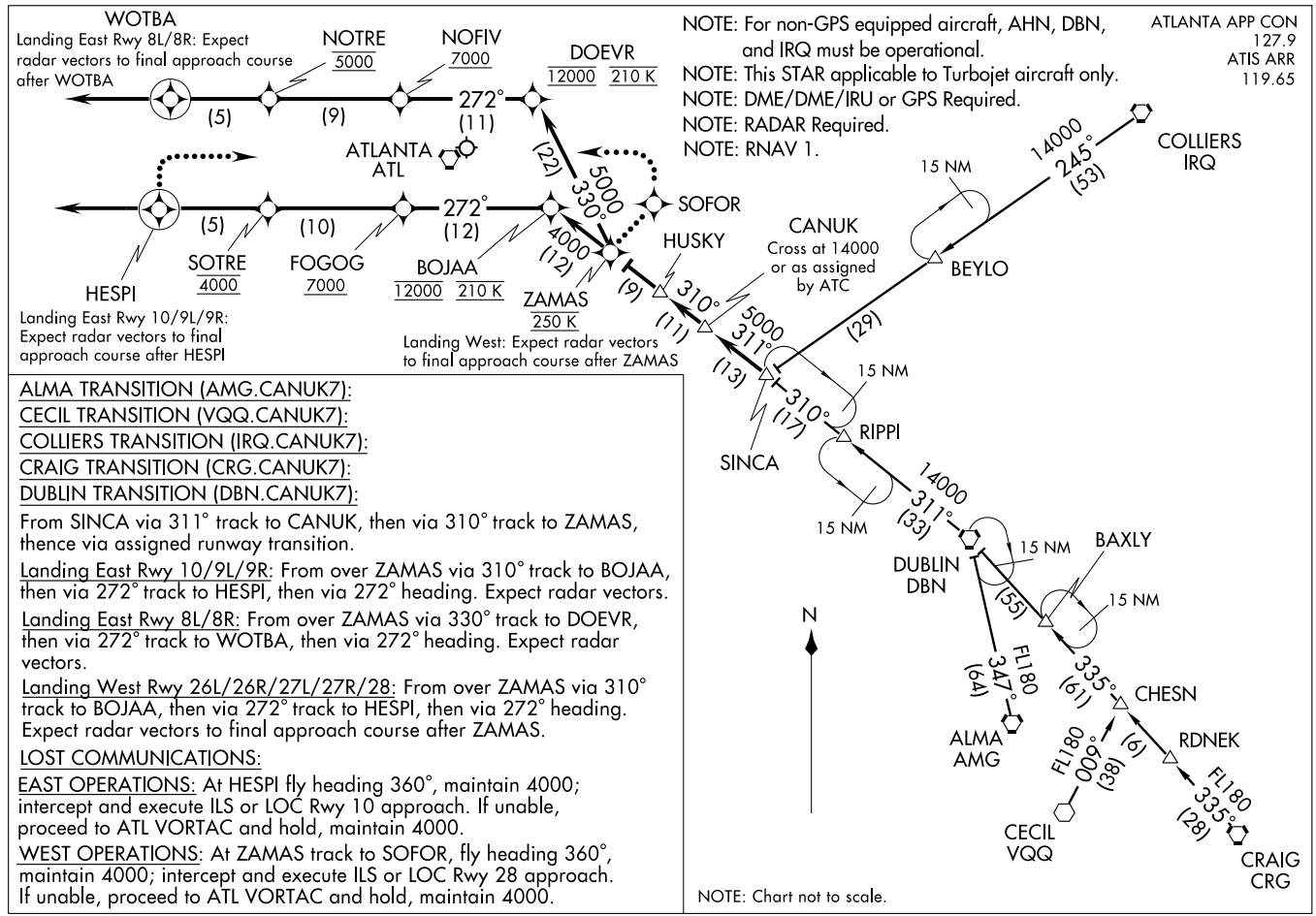
SE-4, 22 OCT 2009 to 19 NOV 2009

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to CADIT, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to CADIT, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to CADIT, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to CADIT, thence....
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to CADIT, thence....
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to CADIT, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to CADIT, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to CADIT, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to CADIT, thence....
TAKE-OFF RWY 28: Climb heading 272° to at above 1500, then on 247° course to WLSON, then via depicted route to CADIT, thence....
....Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude ten minutes after departure.

RESPE TRANSITION (CADIT5.RESPE):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL /1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.



NOTE: For non-GPS equipped aircraft, AHN, DBN, and IRQ must be operational.
NOTE: This STAR applicable to Turbojet aircraft only.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.

ATLANTA APP CON
127.9
ATIS ARR
119.65

ALMA TRANSITION (AMG.CANUK7):
CECIL TRANSITION (VQQ.CANUK7):
COLLIERS TRANSITION (IRQ.CANUK7):
CRAIG TRANSITION (CRG.CANUK7):
DUBLIN TRANSITION (DBN.CANUK7):

From SINCA via 311° track to CANUK, then via 310° track to ZAMAS, thence via assigned runway transition.

Landing East Rwy 10/9L/9R: From over ZAMAS via 310° track to BOJAA, then via 272° track to HESPI, then via 272° heading. Expect radar vectors.

Landing East Rwy 8L/8R: From over ZAMAS via 330° track to DOEVR, then via 272° track to WOTBA, then via 272° heading. Expect radar vectors.

Landing West Rwy 26L/26R/27L/27R/28: From over ZAMAS via 310° track to BOJAA, then via 272° track to HESPI, then via 272° heading. Expect radar vectors to final approach course after ZAMAS.

LOST COMMUNICATIONS:

EAST OPERATIONS: At HESPI fly heading 360°, maintain 4000; intercept and execute ILS or LOC Rwy 10 approach. If unable, proceed to ATL VORTAC and hold, maintain 4000.

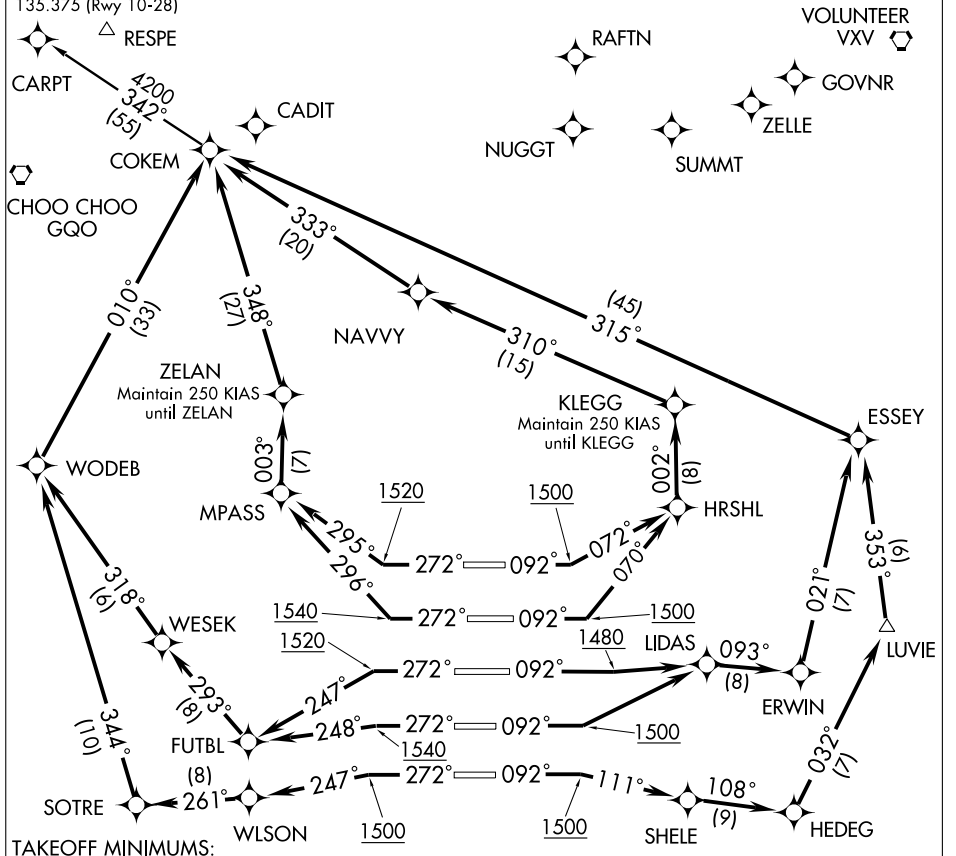
WEST OPERATIONS: At ZAMAS track to SOFOR, fly heading 360°, maintain 4000; intercept and execute ILS or LOC Rwy 28 approach. If unable, proceed to ATL VORTAC and hold, maintain 4000.

NOTE: Chart not to scale.

COKEM FOUR DEPARTURE (RNAV)

ATIS DEP 125.55
CLNC DEL 118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
135.7 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: For Turbojet aircraft only.
NOTE: RADAR Required.
NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.



TAKEOFF MINIMUMS:
Rwy 8L, 9R, 10, 26L, 26R, 27L, 27R, 28:
Standard with the following ATC climb rates:
Rwy 8L, 9R, 10, 28:
ATC climb of 500' per NM to 1500.
Rwy 26L, 27L:
ATC climb of 500' per NM to 1540.
Rwy 26R, 27R:
ATC climb of 500' per NM to 1520.

TAKEOFF MINIMUMS:
Rwy 8R, 300-1 or Standard with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.
Rwy 9L, 300-1¼ or Standard with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.

(Continued on next page)

NOTE: Chart not to scale

SE-4, 22 OCT 2009 to 19 NOV 2009

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to COKEM, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to COKEM, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to COKEM, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to COKEM, thence....
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to COKEM, thence....
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to COKEM, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to COKEM, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to COKEM, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to COKEM, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to COKEM, thence....

....Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude 10 minutes after departure.

CARPT TRANSITION (COKEM4.CARPT):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

SE-4, 22 OCT 2009 to 19 NOV 2009

ATIS DEP 125.55
CLNC DEL 118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
135.7 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: For Turbojet aircraft only.
NOTE: RADAR Required.
NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

SPARTANBURG SPA
4000
*3000
055° (111)
GREENWOOD GRD
DAWGS
ATHENS AHN
UGAAA
KLEGG
092° (15)
078° (29)
ZELAN
Maintain 250 KIAS until ZELAN
ESFOR
060° (22)
003° (7)
1520
1500
HRSHL
074° (10)
MPASS
295°
296°
272°
092°
072°
070°
COLLIERS IRQ
N
DOOLY
1540
1500
LIDAS
1480
093° (8)
049° (26)
247°
248°
ERWIN
MUNSN
FUTBL
031° (19)
042° (30)
111°
182° (8)
182° (7)
WLSON
SHELE
108° (9)
HEDEG
ZALLE
Maintain 250 KIAS until ZALLE
HYZMN

(Continued on next page)

TAKEOFF MINIMUMS: Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28: STANDARD with the following ATC climb rates:
Rwy 8L, 9R, 10, 28: ATC climb of 500 feet per NM to 1500.
Rwy 26L, 27L: ATC climb of 500 feet per NM to 1540.
Rwy 26R, 27R: ATC climb of 500 per NM to 1520.
Rwy 8R: 300-1 or STANDARD with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.
Rwy 9L: 300-1¼ or STANDARD with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.

NOTE: Chart not to scale

(DAWGS4.DAWGS) 09295
DAWGS FOUR DEPARTURE (RNAV)
ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)
SL-26 (FAA)
ATLANTA, GEORGIA

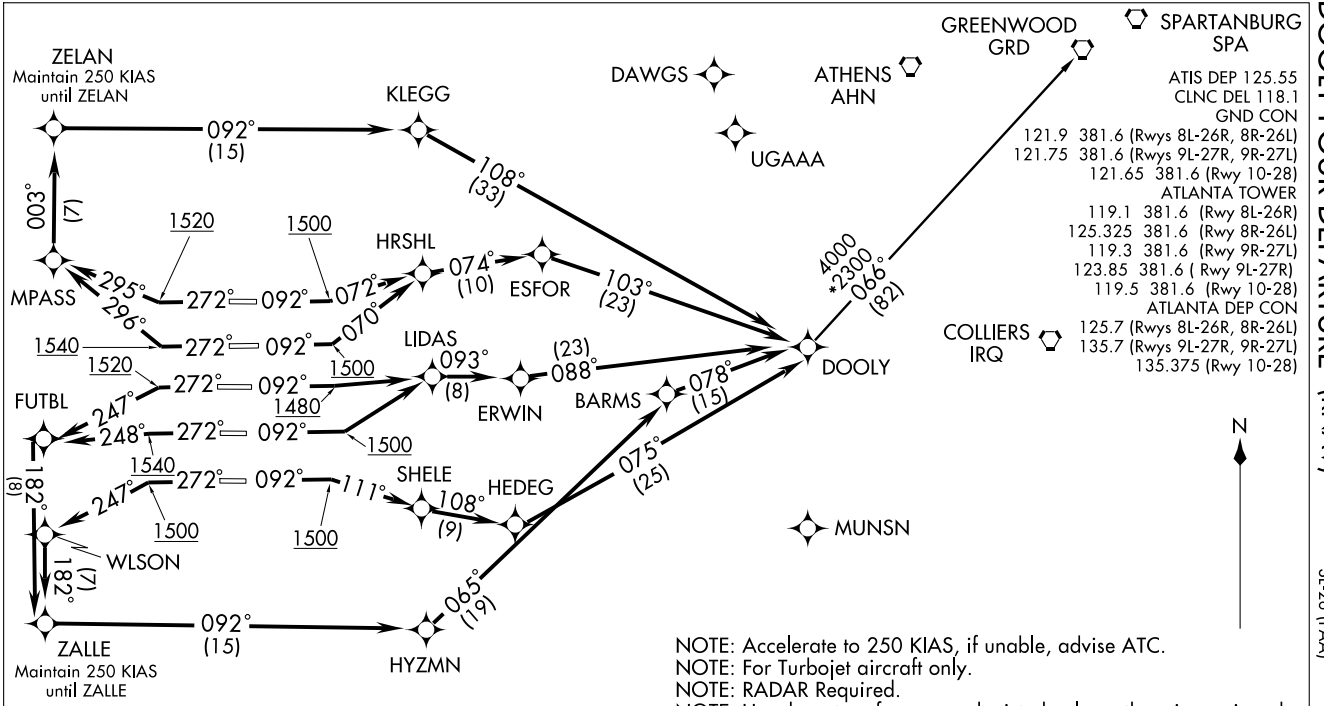
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to DAWGS, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to DAWGS, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to DAWGS, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to DAWGS, thence....
TAKE-OFF RWY 10: Climb heading 092° at or above 1500, then on 111° course to SHELE, then via depicted route to DAWGS, thence ....
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to DAWGS, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to DAWGS, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to DAWGS, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to DAWGS, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to DAWGS, maintain 250 KIAS until ZALLE thence....

....maintain 10,000 (or requested altitude if lower), expect clearance to filed altitude ten minutes after departure.

SPARTANBURG TRANSITION (DAWGS4.SPA):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL /1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.



ATIS DEP 125.55
CLNC DEL 118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
135.7 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: For Turbojet aircraft only.
NOTE: RADAR Required.
NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

TAKEOFF MINIMUMS:
Rwy 8R: 300-1 or STANDARD with minimum climb of 247′ per NM to 1200, ATC climb of 500′ per NM to 1500.
Rwy 9L, 300-1¼ or Standard with minimum climb of 234′ per NM to 1200, ATC climb of 500′ per NM to 1480.
Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28:
STANDARD with the following ATC climb rates:
Rwy 8L, 9R, 10, 28: ATC climb of 500′ per NM to 1500.
Rwy 26L, 27L: ATC climb of 500′ per NM to 1540.
Rwy 26R, 27R: ATC climb of 500′ per NM to 1520.

(Continued on next page)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to DOOLY, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to DOOLY, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to DOOLY, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to DOOLY, thence....
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to DOOLY, thence....
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to DOOLY, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to DOOLY, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to DOOLY, maintain 250 KIAS until ZALLE, thence...
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to DOOLY, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to DOOLY, maintain 250 KIAS until ZALLE, thence....

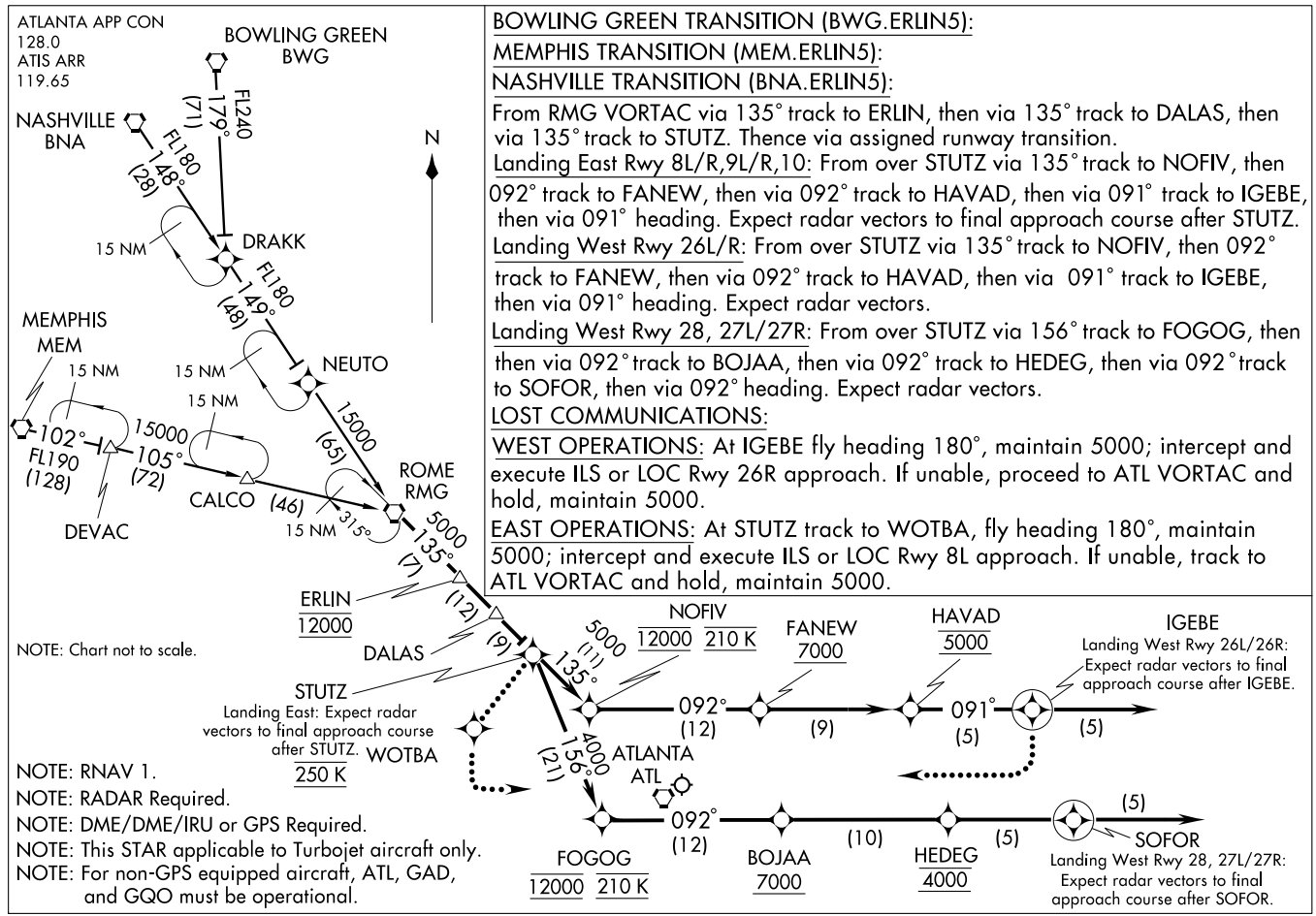
....Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude 10 minutes after departure.

GREENWOOD TRANSITION (DOOLY4.GRD):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL /1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

SE-4, 22 OCT 2009 to 19 NOV 2009

ERLIN FIVE ARRIVAL (RNAV)



BOWLING GREEN TRANSITION (BWG.ERLIN5):

MEMPHIS TRANSITION (MEM.ERLIN5):

NASHVILLE TRANSITION (BNA.ERLIN5):

From RMG VORTAC via 135° track to ERLIN, then via 135° track to DALAS, then via 135° track to STUTZ. Thence via assigned runway transition.

Landing East Rwy 8L/R,9L/R,10: From over STUTZ via 135° track to NOFIV, then 092° track to FANEW, then via 092° track to HAVAD, then via 091° track to IGEBE, then via 091° heading. Expect radar vectors to final approach course after STUTZ.

Landing West Rwy 26L/R: From over STUTZ via 135° track to NOFIV, then 092° track to FANEW, then via 092° track to HAVAD, then via 091° track to IGEBE, then via 091° heading. Expect radar vectors.

Landing West Rwy 28, 27L/27R: From over STUTZ via 156° track to FOGOG, then then via 092° track to BOJAA, then via 092° track to HEDEG, then via 092° track to SOFOR, then via 092° heading. Expect radar vectors.

LOST COMMUNICATIONS:

WEST OPERATIONS: At IGEBE fly heading 180°, maintain 5000; intercept and execute ILS or LOC Rwy 26R approach. If unable, proceed to ATL VORTAC and hold, maintain 5000.

EAST OPERATIONS: At STUTZ track to WOTBA, fly heading 180°, maintain 5000; intercept and execute ILS or LOC Rwy 8L approach. If unable, track to ATL VORTAC and hold, maintain 5000.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: This STAR applicable to Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft, ATL, GAD, and GQO must be operational.

MONTEBELLO TRANSITION (MOL.FLCON3):

SNOWBIRD TRANSITION (SOT.FLCON3):

SPARTANBURG TRANSITION (SPA.FLCON3):

From ODF VORTAC via 219° track to FLCON, then via 219° track to DIRTY, then via 224° track to BYRDS, then via 224° track to COSEL, then via 212° track to WORFF, thence via assigned runway transition.

Landing East Rwy 8L/8R: From over WORFF via 272° track to DOEVR, then via 272° track to NOFIV, then via 272° track to NOTRE, then via 272° track to WOTBA, then via 272° heading. Expect radar vectors.

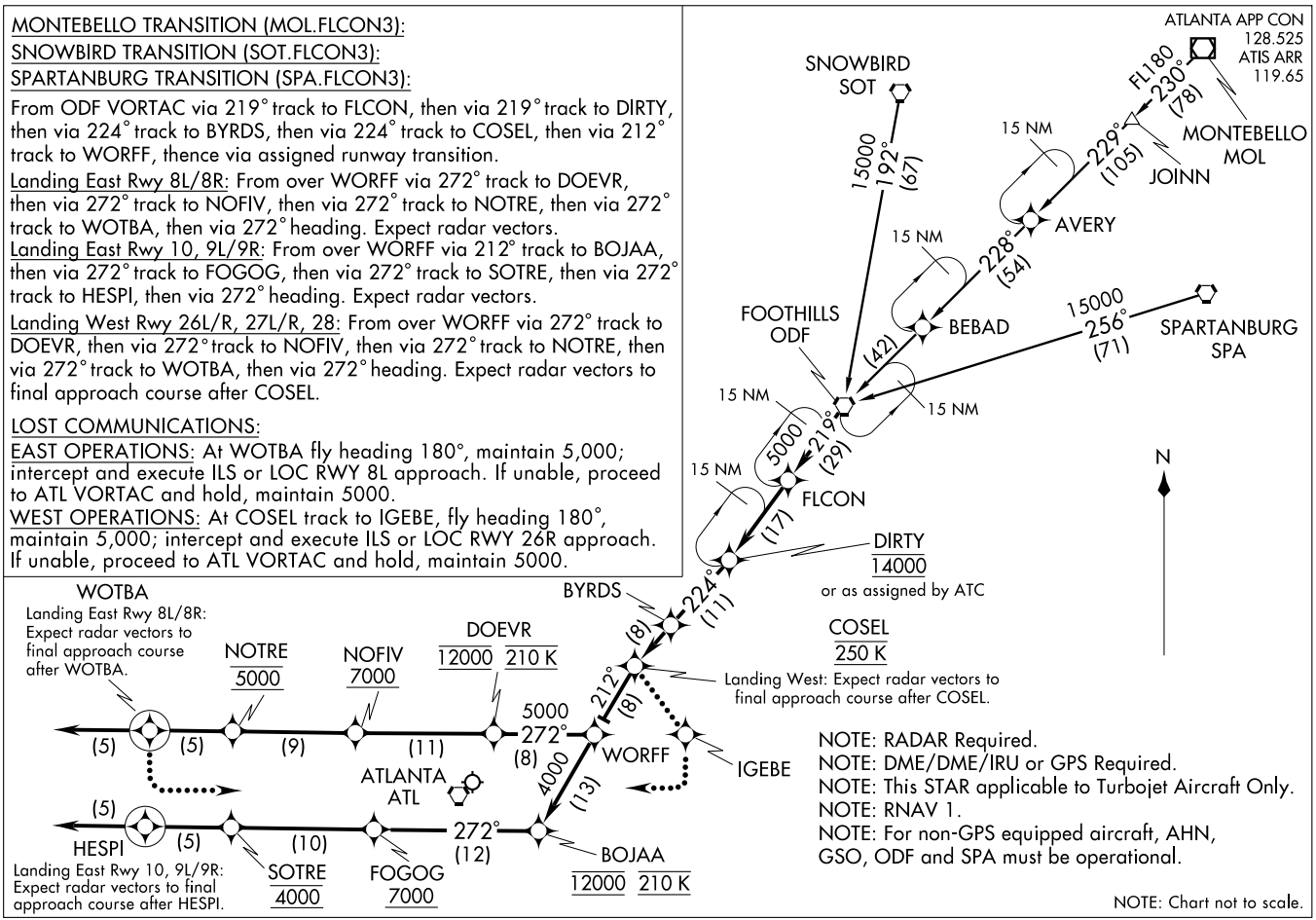
Landing East Rwy 10, 9L/9R: From over WORFF via 212° track to BOJAA, then via 272° track to FOGOG, then via 272° track to SOTRE, then via 272° track to HESPI, then via 272° heading. Expect radar vectors.

Landing West Rwy 26L/R, 27L/R, 28: From over WORFF via 272° track to DOEVR, then via 272° track to NOFIV, then via 272° track to NOTRE, then via 272° track to WOTBA, then via 272° heading. Expect radar vectors to final approach course after COSEL.

LOST COMMUNICATIONS:

EAST OPERATIONS: At WOTBA fly heading 180°, maintain 5,000; intercept and execute ILS or LOC RWY 8L approach. If unable, proceed to ATL VORTAC and hold, maintain 5000.

WEST OPERATIONS: At COSEL track to IGEBE, fly heading 180°, maintain 5,000; intercept and execute ILS or LOC RWY 26R approach. If unable, proceed to ATL VORTAC and hold, maintain 5000.



(FLCON.FLCON3) 08045

FLCON THREE ARRIVAL (RNAV)

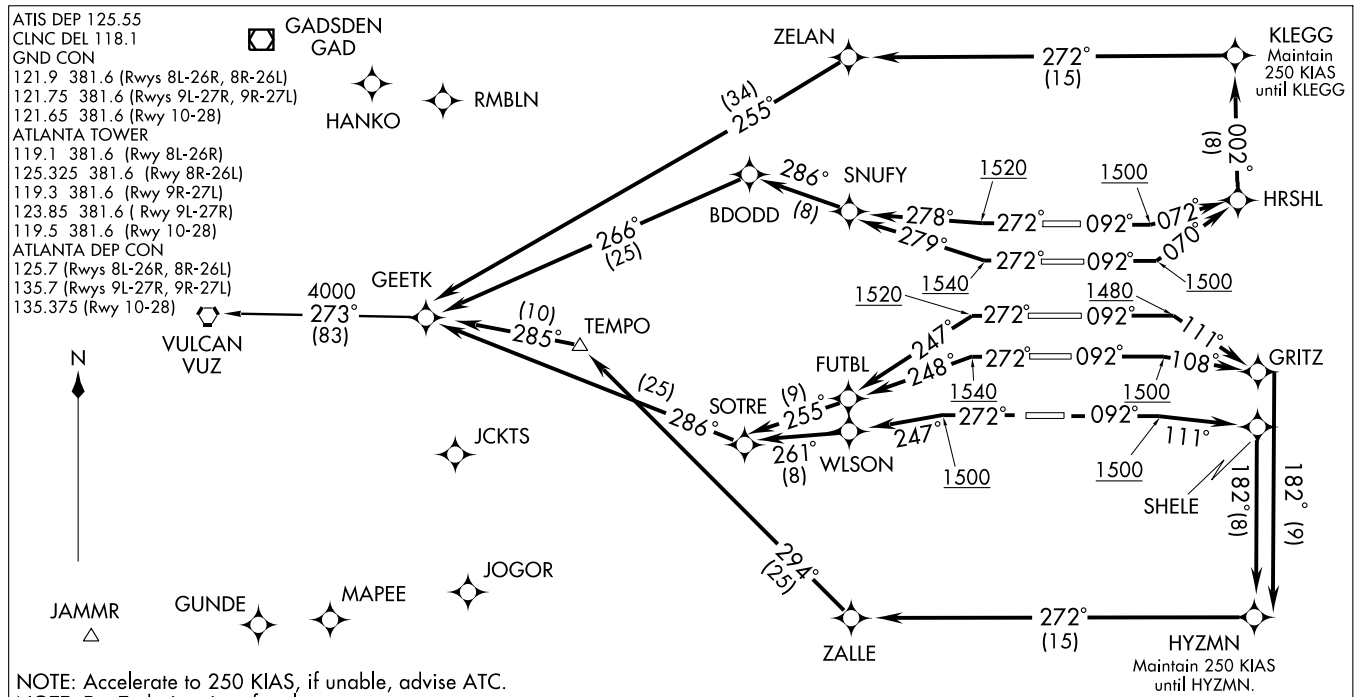
ST-26 (FAA)

HARTSFIELD-JACKSON ATLANTA INTL

ATLANTA, GEORGIA

(GEETK5.GEETK) 09295
GEETK FIVE DEPARTURE (RNAV)
ATLANTA/HARTSFIELD - JACKSON ATLANTA INTL (ATL)
SL-26 (FAA)
ATLANTA, GEORGIA

ATIS DEP 125.55
CLNC DEL 118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
135.7 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)



NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: For Turbojet aircraft only.
NOTE: RADAR Required.
NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

TAKEOFF MINIMUMS: Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28: STANDARD with the following ATC climb rates:
Rwy 8L, 9R, 10, 28: ATC climb of 500 feet per NM to 1500.
Rwy 26L, 27L: ATC climb of 500 feet per NM to 1540.
Rwy 26R, 27R: ATC climb of 500 feet per NM to 1520.
Rwy 8R: 300-1 or STANDARD with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.
Rwy 9L: 300-1¼ or STANDARD with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.

(Continued on next page)

NOTE: Chart not to scale.

GEETK FIVE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to GEETK, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to GEETK, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to GEETK, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to GEETK, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to GEETK, maintain 250 KIAS until HYZMN, thence ....
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to GEETK, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to GEETK, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to GEETK, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to GEETK, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to GEETK, thence....

....maintain 10,000 (or requested altitude if lower), expect clearance to filed altitude ten minutes after departure.

VULCAN TRANSITION (GEETK5.VUZ):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134'. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER 1069' right of centerline, 69' AGL/1121' MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

SE-4, 22 OCT 2009 to 19 NOV 2009

MEMPHIS TRANSITION (MEM.HERKO2):

NASHVILLE TRANSITION (BNA.HERKO2):

From over CALCO via 119° track to VIKNN , then via 119° track to HERKO, then via 121° track to RPTOR, then via 137° track to NOTRE, thence via assigned runway transition.

Landing East Rwy 8L/8R, 9L/9R, 10: From over NOTRE via 092° track to NOFIV, then 092° track to FANEW, then via 092° track to HAVAD, then via 091° track to IGEBE, then via 091° heading. Expect radar vectors to final approach course after RPTOR.

Landing West Rwy 26L/26R: From over NOTRE via 092° track to NOFIV, then 092° track to FANEW, then via 092° track to HAVAD, then via 091° track to IGEBE, then via 091° heading. Expect radar vectors.

Landing West Rwy 28, 27L/27R: From over NOTRE via 140° track to FOGOG, then via 092° track to BOJAA, then via 092° track to HEDEG, then via 092° track to SOFOR, then via 092° heading. Expect radar vectors.

LOST COMMUNICATIONS:

EAST OPERATIONS: At RPTOR track to WOTBA, fly heading 180°,maintain 5000; intercept and execute ILS or LOC Rwy 8L approach. If unable, track to ATL VORTAC and hold, maintain 5000.

WEST OPERATIONS: At IGEBE fly heading 180°, maintain 5000; intercept and execute ILS or LOC Rwy 26R approach. If unable, track to ATL VORTAC and hold, maintain 5000.

ATLANTA APP CON
128.0
ATIS ARR
119.65

NASHVILLE
BNA

FL180
165°
(38)

N

GRNDY

14500
(74)

15 NM

DEVAC

15 NM

FL190
102°
(128)

14500
105°
(72)

MEMPHIS
MEM

15 NM

135°

ROME
RMG

5000
119°
(30)

CALCO

RPTOR
Landing East: Expect radar vectors to final approach course after RPTOR.

VIKNN

(21)

121°
(11)

HERKO
14000
or as assigned by ATC

NOTRE
250 K

(12)
137°

NOFIV
12000 210 K

FANEW
7000

HAVAD
5000

IGEBE
Landing West Rwy 26L/26R: Expect radar vectors to final approach course after IGEBE.

5000
092°
(9)

WOTBA

(12)

(9)

091°
(5)

(5)

4000
140°
(15)

ATLANTA
ATL

092°
(12)

(10)

(5)

(5)

FOGOG
12000 210 K

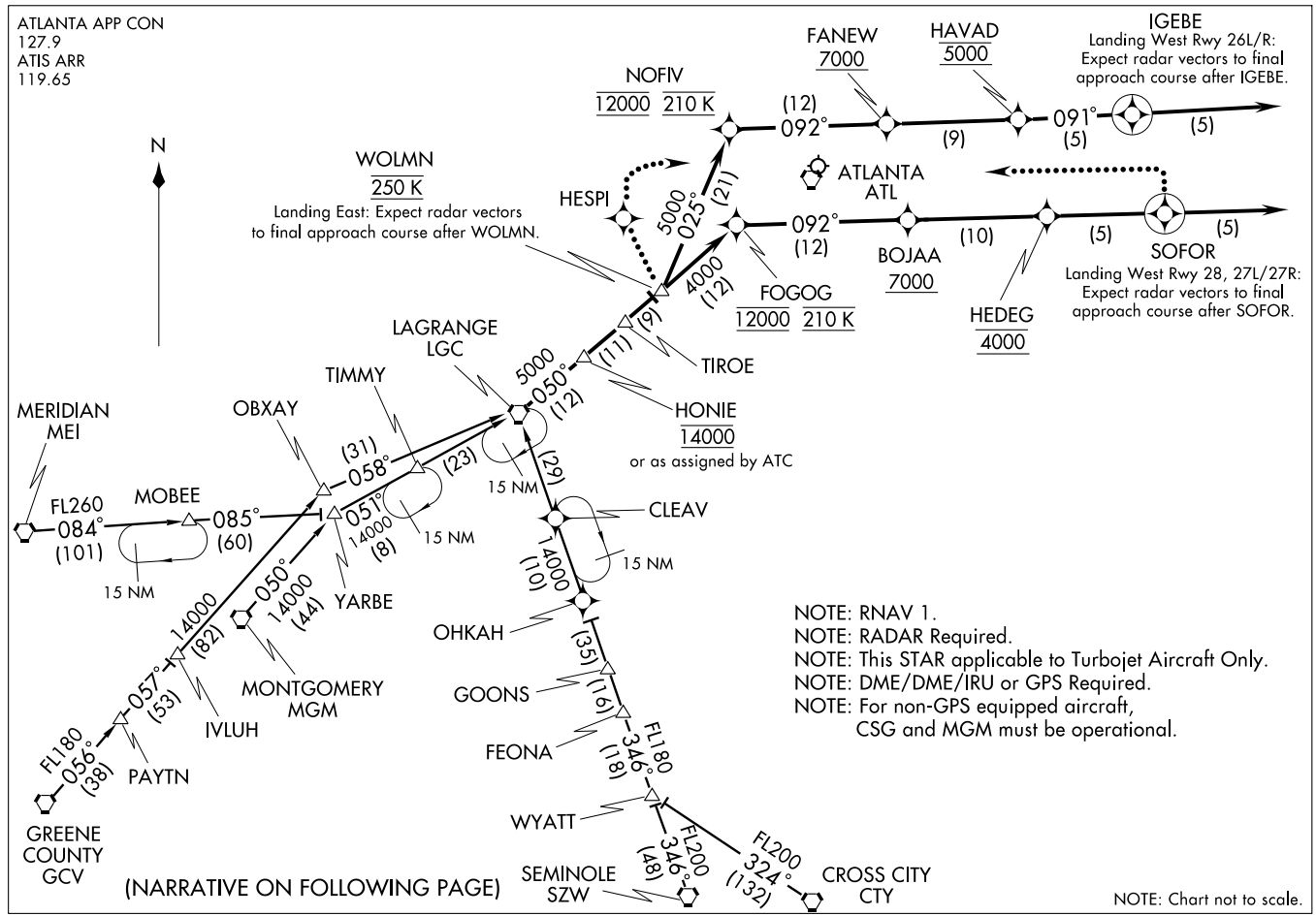
BOJAA
7000

HEDEG
4000

SOFOR
Landing West Rwy 28, 27L/27R: Expect radar vectors to final approach course after SOFOR.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Assigned by ATC Only.
NOTE: This STAR applicable to Turbojet Aircraft Only.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft, GAD, GQO, RMG and SQS must be operational.

NOTE: Chart not to scale.



(HONIE.HONIE5) 08045
HONIE FIVE ARRIVAL (RNAV)

ST-26 (FAA)

HARTSFIELD-JACKSON ATLANTA INTL
ATLANTA, GEORGIA

ARRIVAL DESCRIPTION

CROSS CITY TRANSITION (CTY.HONIE5):
GREENE COUNTY TRANSITION (GCV.HONIE5):
MERIDIAN TRANSITION (MEI.HONIE5):
MONTGOMERY TRANSITION (MGM.HONIE5):
SEMINOLE TRANSITION (SZW.HONIE5):

From LGC VORTAC via 050° track to HONIE, then via 050° track to TIROE, then via 050° track to WOLMN. Thence via assigned runway transition.

Landing East Rwy 8L/R, 9L/R, 10: From over WOLMN via 050° track to FOGOG, then via 092° track to BOJAA, then via 092° track to HEDEG, then via 092° track to SOFOR, then via 092° heading. Expect radar vectors to final approach course after WOLMN.

Landing West Rwy 26L/R: From over WOLMN via 025° track to NOFIV, then via 092° track to FANEW, then via 092° track to HAVAD, then via 091° track to IGEBE, then via 091° heading. Expect radar vectors.

Landing West Rwy 28, 27L/27R: From over WOLMN via 050° track to FOGOG, then via 092° track to BOJAA, then via 092° track to HEDEG, then via 092° track to SOFOR, then via 092° heading. Expect radar vectors.

LOST COMMUNICATIONS:

EAST OPERATIONS: At WOLMN track to HESPI, fly heading 360°, maintain 4000; intercept and execute ILS or LOC Rwy 10 approach. If unable, proceed to ATL VORTAC and hold, maintain 4000.

WEST OPERATIONS: At SOFOR fly heading 360°, maintain 4000; intercept and execute ILS or LOC Rwy 28 approach. If unable, proceed to ATL VORTAC and hold, maintain 4000.

SE-4, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-HFW	APP CRS		8L	8R
109.3	092°	Rwy Idg	8800	10000
Chan 30		TDZE	1015	1024
		Apt Elev	1026	1026

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

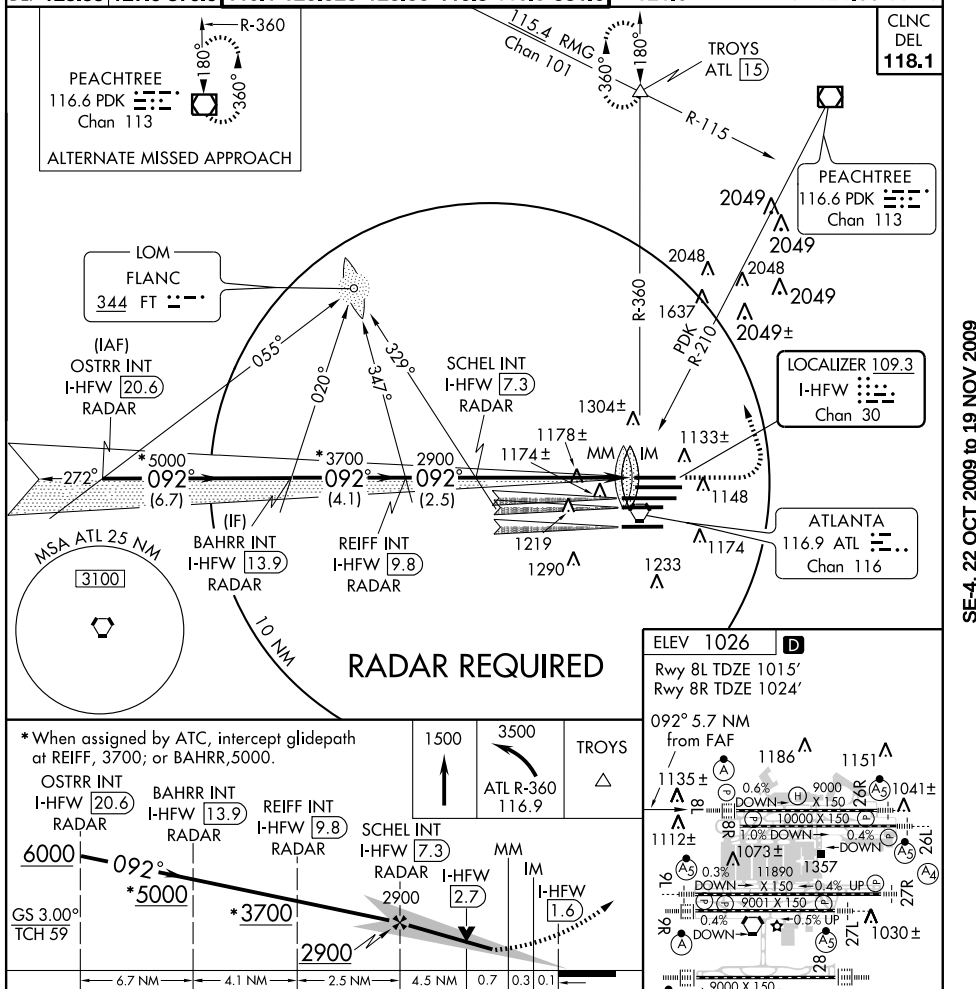
ILS or LOC RWY 8L

Simultaneous approach authorized with Rwy 9L or 9R or 10, or Rwys 9L and 10. ADF or DME or RADAR REQUIRED. LOC procedure NA during simultaneous operations. Inoperative table does not apply to sidestep Rwy 8R.

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS Int/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON			ALL
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
ARR 119.65	APP CON	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55	127.9 379.9										



*When assigned by ATC, intercept glidepath at REIFF, 3700; or BAHRR,5000.

1500 | 3500 ATL R-360 116.9 | TROYS

ELEV 1026 D

Rwy 8L TDZE 1015'
Rwy 8R TDZE 1024'

092° 5.7 NM from FAF

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

CATEGORY	A	B	C	D
S-ILS 8L	1215/18 200 (200-½)			
S-LOC 8L	1440/24 425 (500-½)		1440/40 425 (500-¾)	
SIDESTEP RWY 8R	1440/50 416 (500-1)		1440-1½ 416 (500-1½)	1440-2 416 (500-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SE-4. 22 OCT 2009 to 19 NOV 2009

LOC/DME I-ATL	APP CRS		8R	8L
109.9	092°	Rwy Idg	10000	8800
Chan 36		TDZE	1024	1015
		Apt Elev	1026	1026

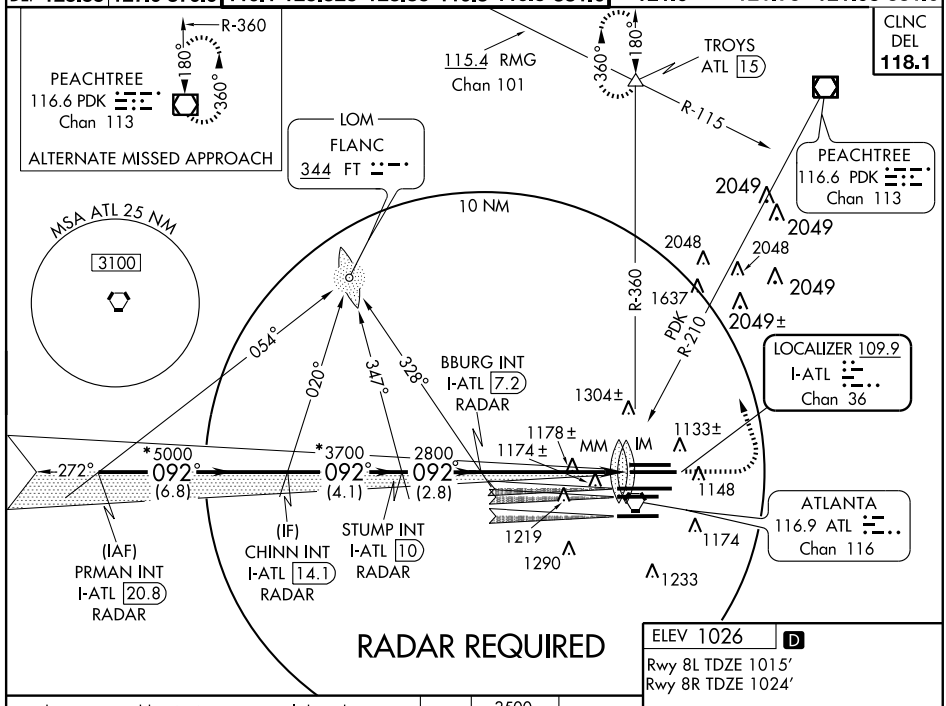
ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

ILS or LOC RWY 8R

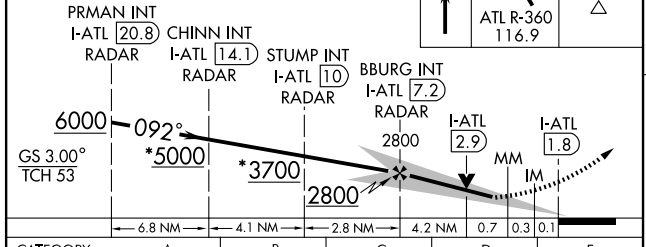
Inoperative table does not apply to S-LOC 8R Cat. C and sidestep 8L Cats A and B.
For inoperative ALSF-2, increase sidestep 8L Cat. E visibility to 2.
Simultaneous approach authorized with Rwy 9L or 9R or 10.
LOC procedure NA during simultaneous operations.
ADF or RADAR or DME Required.

MISSED APPROACH: Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS Int/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON			ALL
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
ARR 119.65	APP CON										
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

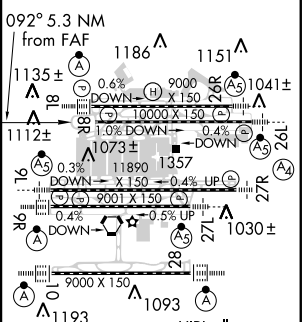


* When assigned by ATC, intercept glidepath at STUMP, 3700; or CHINN, 5000.



ELEV 1026 D

Rwy 8L TDZE 1015'
Rwy 8R TDZE 1024'



CATEGORY	A	B	C	D	E
S-ILS 8R	1281/40 257 (300-¾)				
S-LOC 8R	1440/40 416 (500-¾)		1440/60 416 (500-1¼)		1440-1½ 416 (500-1½)
SIDESTEP RWY 8L	1440/50 425 (500-1)			1440-1½ 425 (500-1½)	

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SE-4, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-HZK	APP CRS		9L	9R
110.5	092°	Rwy Idg	11730	9000
Chan 42		TDZE	1019	1026
		Apt Elev	1026	1026

ILS or LOC RWY 9L

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

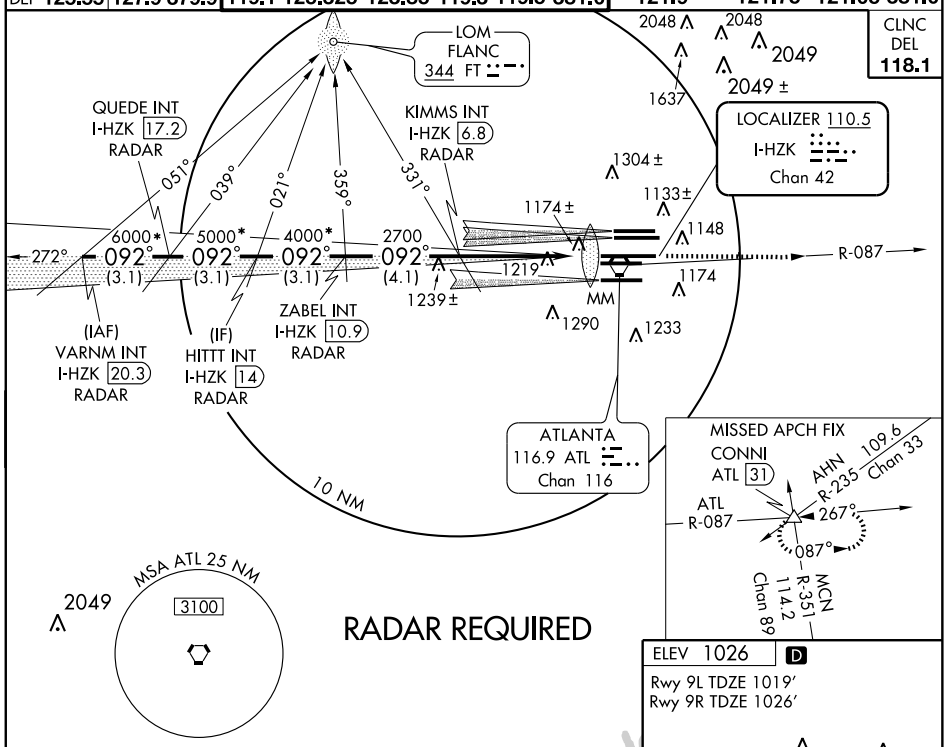
Simultaneous approach authorized with Rwy 8L or 8R or 10, or Rwys 8L and 10. LOC procedure NA during simultaneous operations. ADF or DME or RADAR Required. Inoperative table does not apply to Sidestep 9R for Cats A and B. ** RVR 1800 authorized with the use of FD or AP or HUD to DA.

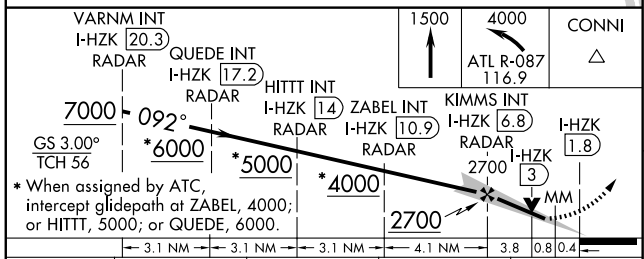
MALSR

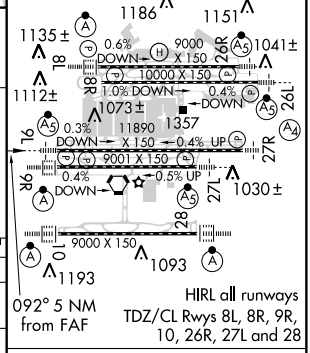
MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI Int/ATL 31 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1







HIRL all runways
TDZ/CL Rwys 8L, 8R, 9R, 10, 26R, 27L and 28

CATEGORY	A	B	C	D
S-ILS 9L	** 1219/24 200 (200-½)			
S-LOC 9L	1480/24 461 (500-½)		1480/40 461 (500-¾)	1480/50 461 (500-1)
SIDESTEP 9R	1480/50 454 (500-1)			1480-1½ 454 (500-1½)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-4, 22 OCT 2009 to 19 NOV 2009

ATLANTA, GEORGIA

LOC/DME I-FUN	APP CRS		9R	9L
108.9	092°	Rwy Idg	9000	11730
Chan 26		TDZE	1026	1019
		Apt Elev	1026	1026

AL-26 (FAA)

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL) ILS or LOC RWY 9R

Simultaneous approach authorized with Rwy 8L or 8R. ADF or DME or RADAR Required. Inoperative table does not apply to Sidestep 9L for Cats A and B. LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55	127.9 379.9										

CLNC DEL 118.1

RADAR REQUIRED

LOM FLANC 344 FT

PADGT INT I-FUN 17 RADAR

BURNY INT I-FUN 6.7 RADAR

(IAF) VINII INT I-FUN 20.2 RADAR

(IF) HARSN INT I-FUN 13.9 RADAR

TIZZY INT I-FUN 10.8 RADAR

038° 021° 359° 332° 051° 272° 092° (3.1)

5000* (3.1) 4000* (3.1) 2700 (4.1) 6000* (3.1)

2048 2048 2049 2049± 1637 1304± 1174± 1133± 1148 1239± 1219 1290 1174 1233

MM IM

R-087

LOCALIZER 108.9 I-FUN Chan 26

ATLANTA 116.9 ATL Chan 116

10 NM

MSA ATL 25 NM 3100 2049

MISSED APCH FIX

R-351 MCN ATL R-087 267° 087° CONNI ATL 31 Chan 89 114.2

AHN 109.6 R-235 Chan 33

*When assigned by ATC, intercept glidepath at TIZZY, 4000, or HARSN, 5000, or PADGT, 6000.

1500 4000 ATL R-087 116.9 CONNI

VINII INT I-FUN 20.2 RADAR

PADGT INT I-FUN 17 RADAR

TIZZY INT I-FUN 10.8 RADAR

BURNY INT I-FUN 6.7 RADAR

HARSN INT I-FUN 13.9 RADAR

I-FUN 2.9

I-FUN 1.7

7000 092° 2700

*6000 *5000 *4000

GS 3.00° TCH 54

MM IM

3.1 NM 3.1 NM 3.1 NM 4.1 NM 3.8 NM 0.8 0.2 0.1

ELEV 1026 D

Rwy 9L TDZE 1019'
Rwy 9R TDZE 1026'

1186 1151 1135± 1041± 1112± 1073± 1357 1030± 1193 1093

0.6% DOWN 9000 X 150 26R 18

10000 X 150

1.0% DOWN 0.4% DOWN 26L

0.3% DOWN 11890 X 150 0.4% UP 27R 16

9001 X 150

0.4% DOWN 0.5% UP 27L 9R

9000 X 150 28 10

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

092° 5 NM from FAF

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-ILS 9R	1226/18 200 (200-½)			
S-LOC 9R	1480/24 454 (500-½)		1480/40 454 (500-¾)	1480/50 454 (500-1)
SIDESTEP 9L	1480/50 461 (500-1)			1480-1½ 461 (500-1½)

SE-4, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-OMO	APP CRS	Rwy Idg	9000
111.55	092°	TDZE	1000
Chan 52 (Y)		Apt Elev	1026

ILS or LOC RWY 10

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

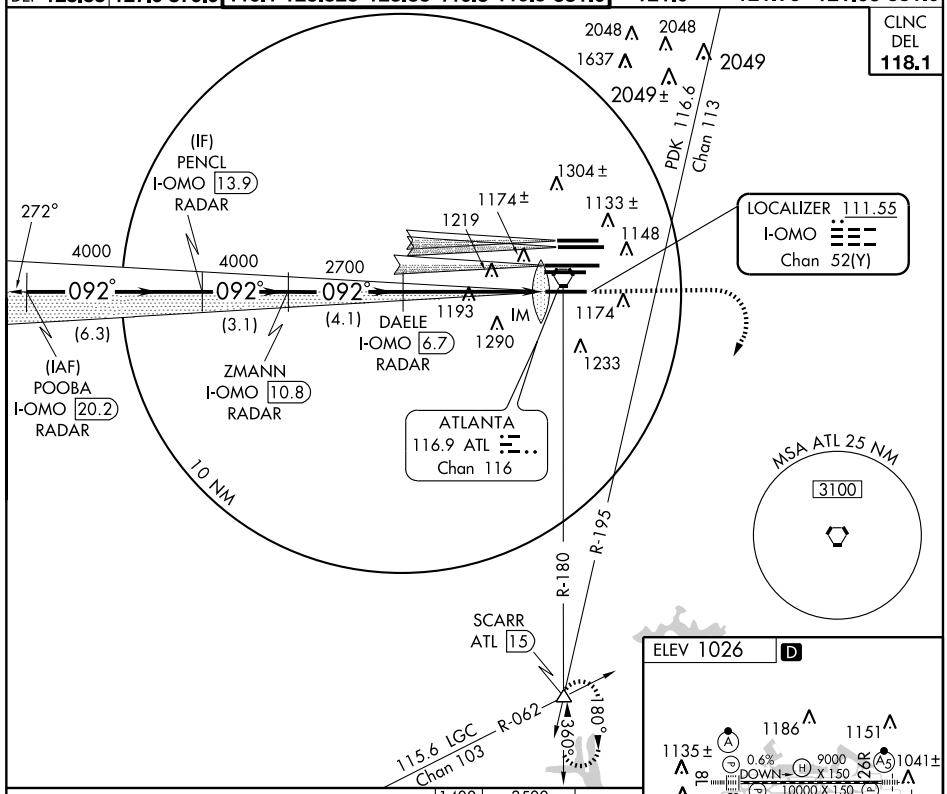
Simultaneous approach authorized with Rwy 9L or 8R or 8L, or Rwys 9L and 8L. LOC Procedure NA during simultaneous operations. DME or RADAR REQUIRED. ILS LOC unusable for rollout guidance.

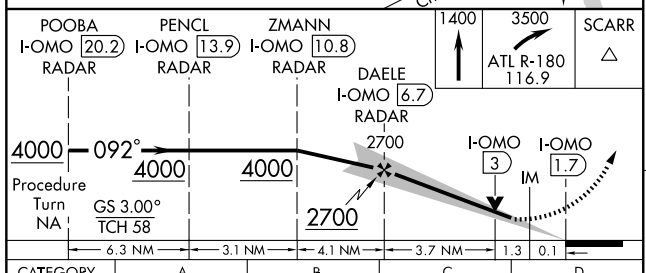
ALSF-2

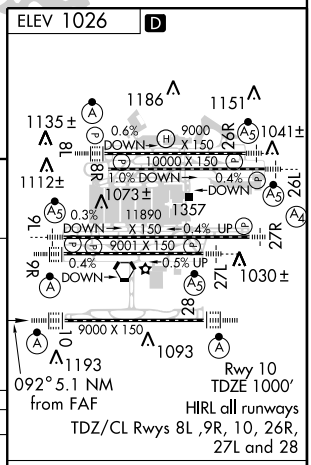
MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			
	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65											
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1







CATEGORY	A	B	C	D
S-ILS 10	1200/18 200 (200-½)			
S-LOC 10	1500/24 500 (500-½)		1500/40 500 (500-¾)	1500/50 500 (500-1)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-4, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-BRU	APP CRS		26L	26R
108.7	272°	Rwy ldg	10000	8800
Chan 24		TDZE	995	990
		Apt Elev	1026	1026

ILS or LOC RWY 26L

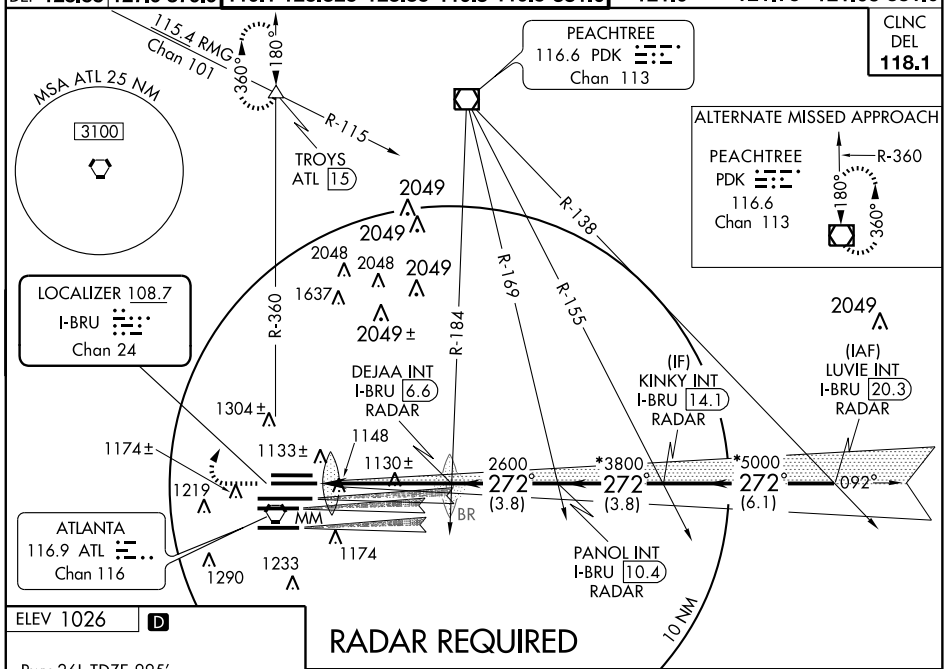
ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

Inoperative table does not apply to Sidestep Rwy 26R Cats A and B. For inoperative MALSR increase sidestep Rwy 26R Cat E visibility to 2. For inoperative MALSR increase S-ILS 26L visibility all Cats to RVR 5000 and S-LOC 26L Cat E visibility to RVR 6000. Simultaneous approach authorized with Rwy 27L or 27R or 28. LOC procedure NA during simultaneous operations.

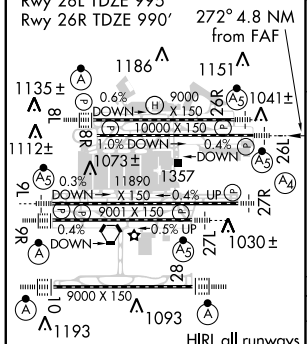
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON		
	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65											
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6



ELEV 1026 D



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

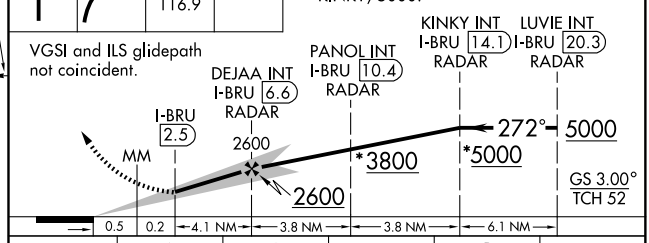
FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2.44	2:03	1:38	1:22

RADAR REQUIRED

1500	3500	ATL R-360 116.9	TROYS

* When assigned by ATC, intercept glidepath at PANOL, 3800; or KINKY, 5000.

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D	E
S-ILS 26L	1280/24 285 (300-½)				
S-LOC 26L	1380/24 385 (400-½)			1380/40 385 (400-¾)	
SIDESTEP RWY 26R	1380/50 390 (400-1)			1380-1½ 390 (400-1½)	

SE-4, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-GXZ	APP CRS	Rwy Idg	26R	26L
110.1	274°	TDZE	990	995
Chan 38		Apt Elev	1026	1026

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL) ILS or LOC RWY 26R

Inoperative table does not apply to sidestep Rwy 26L Cats A and B. Simultaneous approach authorized with Rwy 27L or 27R or 28, or Rwys 27R and 28. LOC procedure NA during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

115.4 RMG Chan 101

TROYS ATL 15

PEACHTREE 116.6 PDK Chan 113

R-360 180° 360°

ALTERNATE MISSED APPROACH

R-115 R-138 R-184 R-169 R-155 ATL R-360

2049 2049 2048 2048 2049 1637 2049 ± 2049

AJAAY INT I-GXZ 6.7 RADAR

BALLI INT I-GXZ 10.2 RADAR

(IF) FREAL INT I-GXZ 13.9 RADAR

(IAF) SMLTZ INT I-GXZ 20.3 RADAR

LOCALIZER 110.1 I-GXZ Chan 38

1304 ± 1133 ± MM 1148 1130 1174 ± 1219 1174 1290 1233

2700 *3800 274° (3.5) 274° (3.8) *5000 274° (6.4) 094°

ATLANTA 116.9 ATL Chan 116

MSA ATL 25 NM 3100

RADAR REQUIRED

10 NM

ELEV 1026 D

Rwy 26L TDZE 995'
Rwy 26R TDZE 990'

274° 5.1 NM from FAF

1186 1151 1135 ± 1041 ± 1112 ± 1073 ± 1357 1030 ± 1093 1193

0.6% DOWN 9000 X 150 26R 10000 X 150 1.0% DOWN 0.4% DOWN 26L 0.3% DOWN 11890 X 150 0.4% UP 27R 9001 X 150 0.4% DOWN 0.5% UP 27L 9R 9L 8L 8R 28 10

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 28 and 27L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

1400 | 3500 ATL R-360 | TROYS

*When assigned by ATC, intercept glidepath at 3800 or 5000.

VGSI and ILS glidepath not coincident.

BALLI INT I-GXZ 10.2 RADAR

FREAL INT I-GXZ 13.9 RADAR

SMLTZ INT I-GXZ 20.3 RADAR

AJAAY INT I-GXZ 6.7 RADAR

I-GXZ 1.6 MM I-GXZ 2.6 2700 *3800 *5000 274° 5000

GS 3.00° TCH 58

0.5 0.5 4.1 NM 3.5 NM 3.8 NM 6.4 NM

CATEGORY	A	B	C	D
S-ILS 26R	1190/18	200 (200-½)		
S-LOC 26R	1380/24	390 (400-½)		1380/40 390 (400-¾)
SIDESTEP RWY 26L	1380/60	385 (400-1¼)		1380-1¾ 385 (400-1¾)

SE-4, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-FSQ	APP CRS		27L	27R
108.5	272°	Rwy Idg	8865	11690
Chan 22		TDZE	999	985
		Apt Elev	1026	1026

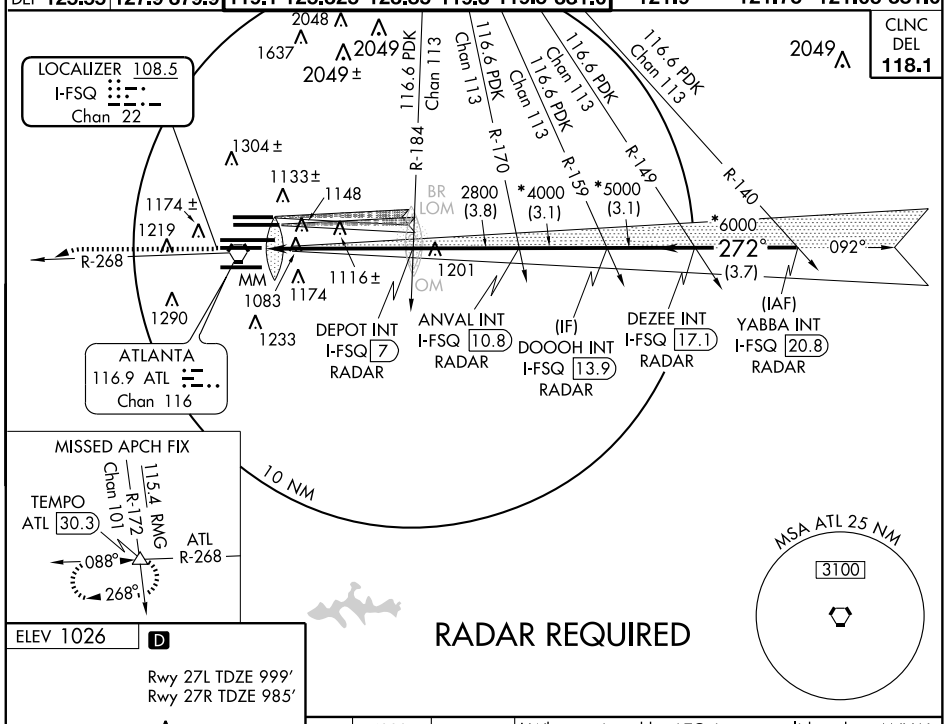
ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL) ILS or LOC RWY 27L

For inoperative MALSR, increase S-LOC 27L Cat. D visibility to RVR 5000. LOC procedure NA during simultaneous operations. Inoperative table does not apply to sidestep 27R Cat. C. Simultaneous approaches authorized with Rwys 26L or 26R. Sidestep NA when simultaneous operations in effect.

MALSR

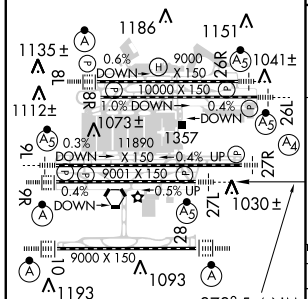
MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 via ATL VORTAC R-268 to TEMPO Int/ATL 30.3 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER				ALL	GND CON		ALL
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
ARR 119.65											
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6



ELEV 1026 D

Rwy 27L TDZE 999′
Rwy 27R TDZE 985′



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

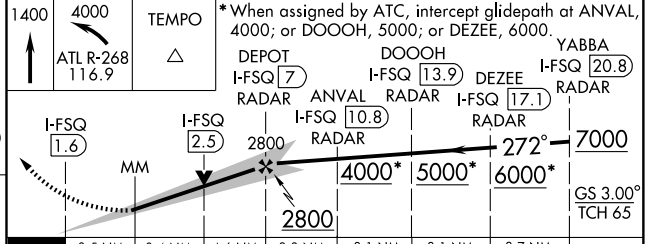
272° 5.4 NM from FAF

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

1400	4000	TEMPO
	ATL R-268 116.9	△

*When assigned by ATC, intercept glidepath at ANVAL, 4000; or DOOOH, 5000; or DEZEE, 6000.



CATEGORY	A	B	C	D
S-ILS 27L	1199/18 200 (200-½)			
S-LOC 27L	1340/24 341 (400-½)			1340/40 341 (400-¾)
SIDESTEP 27R	1420/60 435 (400-1¼)		1420-1¾ 435 (400-1¾)	1420-2¼ 435 (400-2¼)

ATLANTA, GEORGIA

AL-26 (FAA)

LOC/DME I-AFA	APP CRS		27R	27L
111.3	272°	Rwy Idg	11690	8865
Chan 50		TDZE	985	999
		Apt Elev	1026	1026

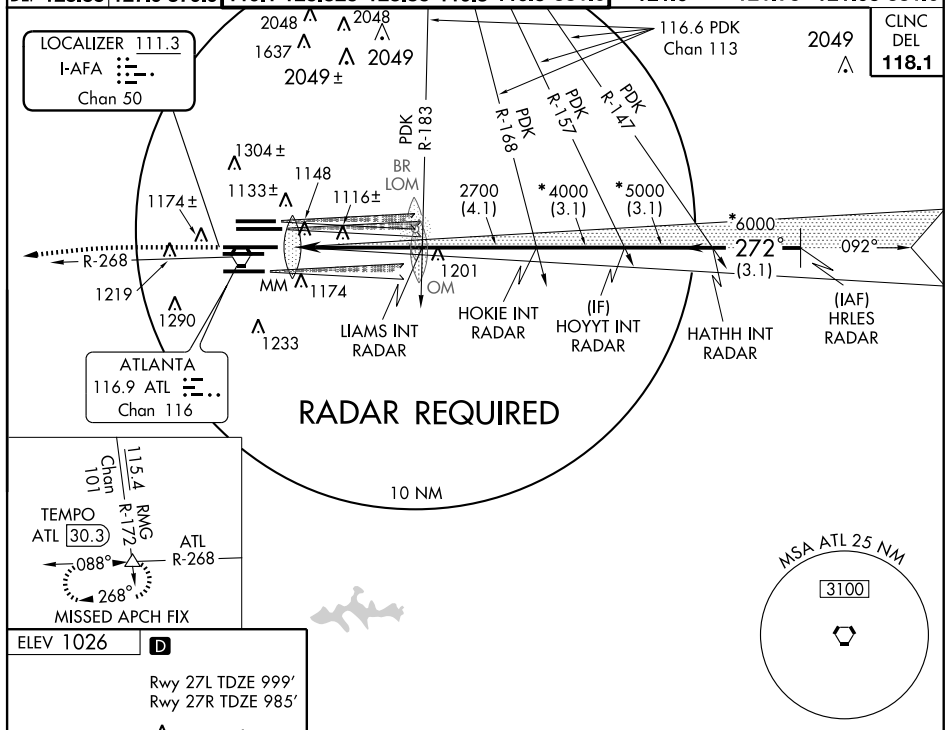
ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL) ILS or LOC RWY 27R

Simultaneous approaches authorized with Rwy 26L or 26R or 28, or Rwys 26R and 28. LOC procedure NA during simultaneous operations. Inoperative table does not apply to S-LOC 27R Cat. C and sidestep 27L Cats. A and B.

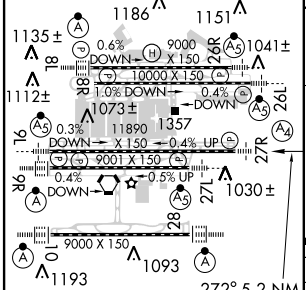
MALS

MISSED APPROACH: Climb to 1400, then climbing left turn to 4000 via ATL VORTAC R-268 to TEMPO INT/ATL 30.3 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON			ALL
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

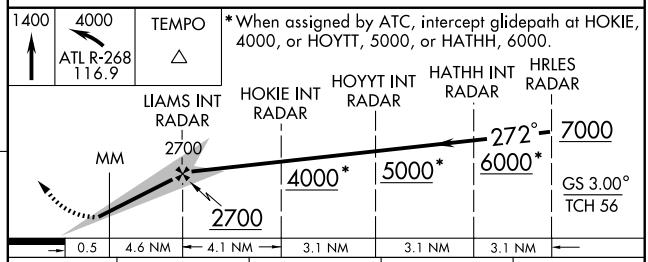


ELEV 1026 D



FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-ILS 27R	1185/40 200 (200-¾)			
S-LOC 27R	1420/40 435 (400-¾)		1420/60 435 (400-1¼)	1420-1½ 435 (400-1½)
SIDESTEP RWY 27L	1420/50 421 (400-1)			1420-1½ 421 (400-1½)

SE-4, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-PKU	APP CRS	Rwy Idg	9000
111.75	272°	TDZE	998
Chan 54 (Y)		Apt Elev	1026

ILS or LOC RWY 28

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

Simultaneous approach authorized with Rwy 27R or 26L or 26R, or Rwys 27R and 26R.
LOC Procedure NA during simultaneous operations.
DME or RADAR REQUIRED.

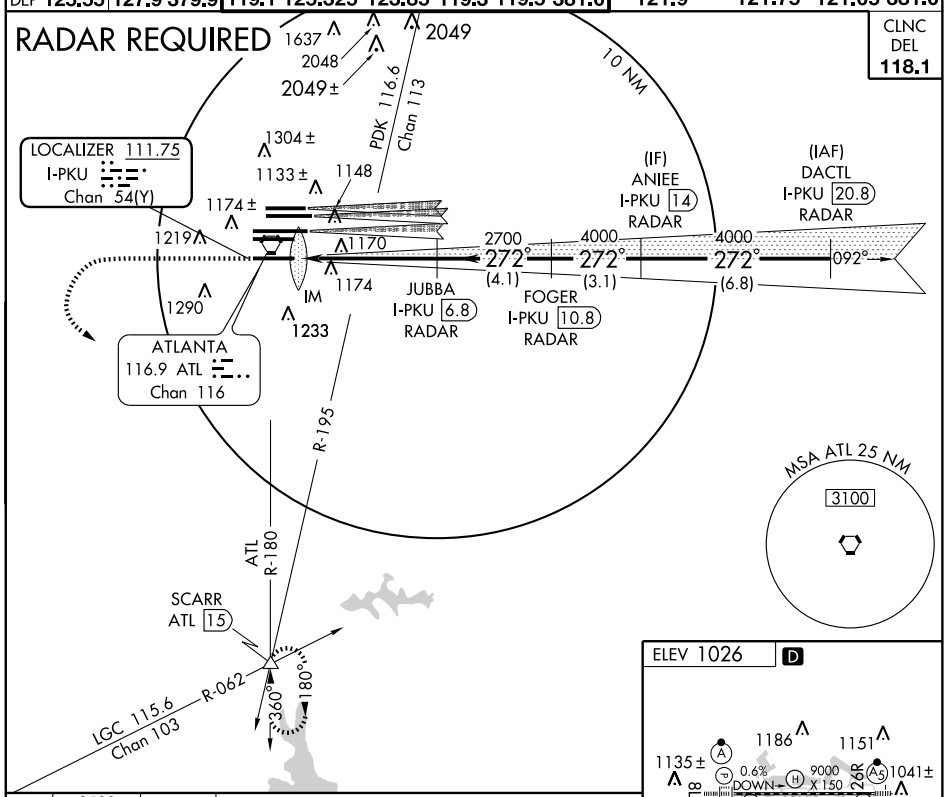
ALSF-2

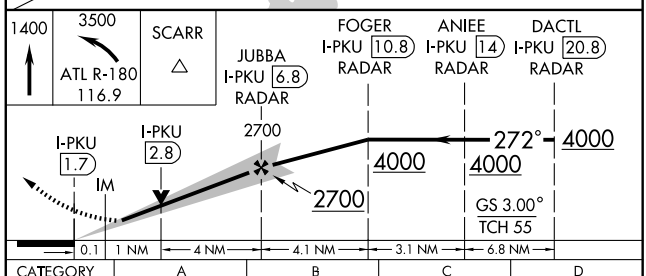
MISSED APPROACH: Climb to 1400 then climbing left turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

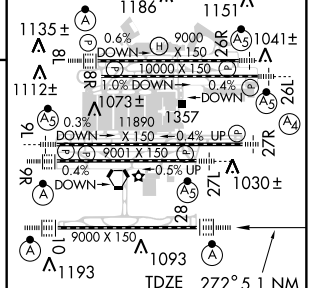
ATIS	ATLANTA	ATLANTA TOWER					GND CON			ALL
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

RADAR REQUIRED

CLNC DEL 118.1







HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

CATEGORY	A	B	C	D
S-ILS 28	1198/18 200 (200-½)			
S-LOC 28	1420/24 422 (400-½)		1420/40 422 (400-¾)	

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-4, 22 OCT 2009 to 19 NOV 2009

ATLANTA, GEORGIA | AL-26 (FAA)

ILS PRM RWY 8L
(SIMULTANEOUS CLOSE PARALLEL)
ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

LOC/DME I-HFW	APP CRS	Rwy Idg	8800
109.3	092°	TDZE	1015
Chan 30		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwys 9L or 9R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP.

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS Int/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON				ALL
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28		RWYS
ARR 119.65	APP CON	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65		381.6
DEP 125.55	127.9 379.9	PRM 126.9										

CLNC DEL 118.1

MSA ATL 25 NM 3100

PEACHTREE 116.6 PDK Chan 113

R-360 180° 360°

ALTERNATE MISSED APPROACH

115.4 RMG Chan 101

TROYS ATL 15

R-115

PEACHTREE 116.6 PDK Chan 113

LOM FLANC 344 FT

055° 020° 329° 347°

R-360 PDK R-210

SCHEL INT I-HFW 7.3 RADAR

LOCALIZER 109.3 I-HFW Chan 30

272° *5000 092° (6.7) *3700 092° (4.1) 2900 092° (2.5)

MM IM

(IAF) OSTRR INT I-HFW 20.6 RADAR

(IF) BAHRR INT I-HFW 13.9 RADAR

REIFF INT I-HFW 9.8 RADAR

ATLANTA 116.9 ATL Chan 116

10 NM

RADAR REQUIRED

*When assigned by ATC, intercept glidepath at REIFF, 3700; or BAHRR, 5000.

ELEV 1026 D

TDZE 1015

092° 1135± 1186 1151 1041±

18 0.6% DOWN 9000 X 150 0.4% UP 26R

8R 1.0% DOWN 10000 X 150 26L

1112± 1073± 11890 1357

16 0.3% DOWN X 150 0.4% UP 27R

36 0.4% DOWN 0.5% UP 27L 1030±

28 9000 X 150 10 1193 1093

*When assigned by ATC, intercept glidepath at REIFF, 3700; or BAHRR,5000.

1500 | 3500 ATL R-360 116.9 | TROYS

OSTRR INT I-HFW 20.6 RADAR

BAHRR INT I-HFW 13.9 RADAR

REIFF INT I-HFW 9.8 RADAR

SCHEL INT I-HFW 7.3 RADAR

6000 092° *5000 *3700 2900 2900 092° MM IM

GS 3.00° TCH 59

6.7 NM | 4.1 NM | 2.5 NM | 5.3 NM | 0.3 | 0.1

CATEGORY	A	B	C	D
S-ILS 8L	1215/18 200 (200-½)			

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 22 OCT 2009 to 19 NOV 2009

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

(b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 22 OCT 2009 to 19 NOV 2009

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 8L (CAT II)
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

LOC/DME I-HFW	APP CRS	Rwy Idg	8800
109.3	092°	TDZE	1015
Chan 30		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwys 9L or 9R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP.

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS Int/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON				ALL
	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55		PRM 126.9									

CLNC DEL 118.1

MSA ATL 25 NM
3100

PEACHTREE
116.6 PDK
Chan 113

R-360
180°
360°

ALTERNATE MISSED APPROACH

115.4 RMG
Chan 101

TROYS
ATL 15

R-115

PEACHTREE
116.6 PDK
Chan 113

LOM
FLANC
344 FT

(IAF)
OSTRR INT
I-HFW 20.6
RADAR

055°
020°
347°
329°

SCHEL INT
I-HFW 7.3
RADAR

R-360
PDK R-210

LOCALIZER 109.3
I-HFW
Chan 30

2049
2048
1637
2049±
1304±
1174±
MM
IM
1133±
1148

*5000
*3700
2900
092°
092°
092°
(6.7)
(4.1)
(2.5)
272°

(IF)
BAHRR INT
I-HFW 13.9
RADAR

REIFF INT
I-HFW 9.8
RADAR

1219
1290
1233
1174

ATLANTA
116.9 ATL
Chan 116

10 NM

RADAR REQUIRED

*When assigned by ATC, intercept glidepath at REIFF, 3700; or BAHRR, 5000.

ELEV 1026 D

TDZE
1015

1186
1151
1135±
1041±
1112±
1073±
1357
1890
1030±
1193
1093

0.6% DOWN
9000 X 150
10000 X 150
1.0% DOWN
0.4% DOWN
0.3% DOWN
X 150
0.4% UP
9001 X 150
0.4% DOWN
0.5% UP
9000 X 150

18
26R
09
26L
27R
27L
28

*When assigned by ATC, intercept glidepath at REIFF, 3700; or BAHRR, 5000.

1500
3500
ATL R-360
116.9
TROYS

OSTRR INT
I-HFW 20.6
RADAR

BAHRR INT
I-HFW 13.9
RADAR

REIFF INT
I-HFW 9.8
RADAR

SCHEL INT
I-HFW 7.3
RADAR

6000
092°
*5000
*3700
2900
MM
IM
DH
RA 106
1015
MSL

GS 3.00°
TCH 59

6.7 NM | 4.1 NM | 2.5 NM | 5.3 NM | 1514′ | 790′ | 1200′

CATEGORY	A	B	C	D
S-ILS 8L	1115/12 100 RA 106			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 22 OCT 2009 to 19 NOV 2009

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 22 OCT 2009 to 19 NOV 2009

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 8L (CAT III)
(SIMULTANEOUS CLOSE PARALLEL)
ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

LOC/DME I-HFW	APP CRS	Rwy Idg	8800
109.3	092°	TDZE	1015
Chan 30		Apt Elev	1026

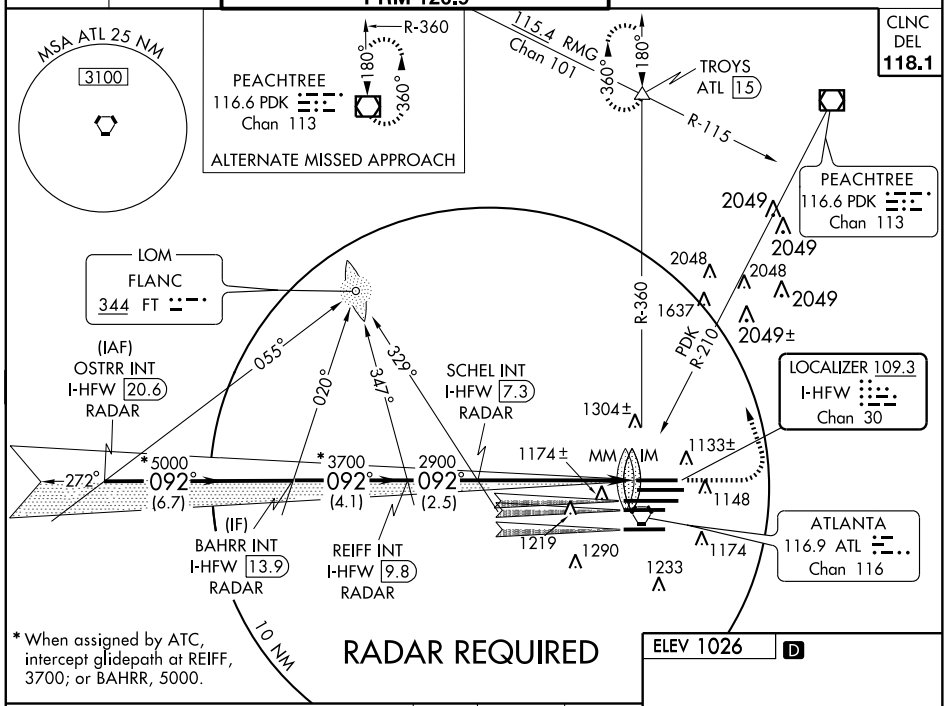
Simultaneous close parallel approach authorized with ILS PRM Rwys 9L or 9R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP.

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS Int/ATL 15 DME and hold.

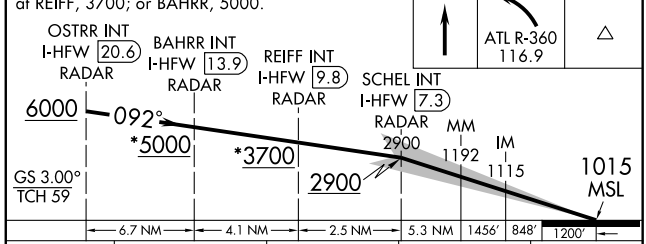
ATIS	ATLANTA	ATLANTA TOWER					GND CON				ALL
	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55		PRM 126.9									

CLNC DEL 118.1



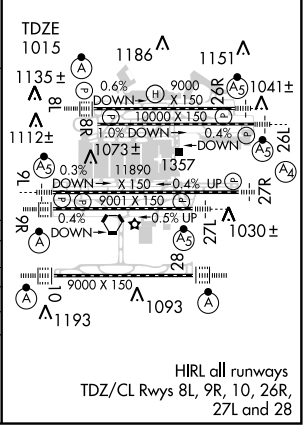
* When assigned by ATC, intercept glidepath at REIFF, 3700; or BAHRR, 5000.

ELEV 1026 D



CATEGORY	A	B	C	D
S-ILS 8L	CAT IIIa		RVR 07	
S-ILS 8L	CAT IIIb		RVR 06	
S-ILS 8L	CAT IIIc		NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 22 OCT 2009 to 19 NOV 2009

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

(b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 22 OCT 2009 to 19 NOV 2009

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 8R
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

LOC/DME I-ATL	APP CRS	Rwy Idg	10000
109.9	092°	TDZE	1024
Chan 36		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwys 9L or 9R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on adjacent information page.

MISSED APPROACH: Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS Int/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					ALL RWYS
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6
DEP 125.55		PRM 126.9					

GND CON			ALL RWYS
(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	
121.9	121.75	121.65	381.6

CLNC DEL 118.1

PEACHTREE 116.6 PDK Chan 113

R-360 180° 360°

ALTERNATE MISSED APPROACH

115.4 RMG Chan 101

TROYS ATL 15

R-115

PEACHTREE 116.6 PDK Chan 113

MSA ATL 25 NM

3100

LOM FLANC 344 FT

R-360

PDK R-210

LOCALIZER 109.9 I-ATL Chan 36

ATLANTA 116.9 ATL Chan 116

2049

2048

1637

2049±

1304±

1133±

1174±

1148

1219

1290

1174

1233

BBURG INT I-ATL 7.2 RADAR

MM

IM

054°

020°

347°

328°

272°

*5000 092° (6.8)

*3700 092° (4.1)

2800 092° (2.8)

(IAF) PRMAN INT I-ATL 20.8 RADAR

(IF) CHINN INT I-ATL 14.1 RADAR

STUMP INT I-ATL 10 RADAR

10 NM

RADAR REQUIRED

* When assigned by ATC, intercept glidepath at STUMP, 3700; or CHINN, 5000.

ELEV 1026 D

Rwy 8R TDZE 1024'

092°

1186

1151

1135±

1041±

1112±

1073±

1357

1030±

1193

1093

0.6% DOWN

9000 X 150

10000 X 150

1.0% DOWN

0.4% DOWN

11890

0.3% DOWN

X 150

0.4% UP

9001 X 150

0.4% DOWN

0.5% UP

9000 X 150

1500

3500

ATL R-360 116.9

TROYS

PRMAN INT I-ATL 20.8 RADAR

CHINN INT I-ATL 14.1 RADAR

STUMP INT I-ATL 10 RADAR

BBURG INT I-ATL 7.2 RADAR

6000

092°

*5000

*3700

2800

MM

IM

GS 3.00°

TCH 53

6.8 NM | 4.1 NM | 2.8 NM | 4.9 NM | 0.3 | 0.1

CATEGORY	A	B	C	D	E
S-ILS 8R	1281/40	257 (300-¾)			

HIRL all runways

TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 22 OCT 2009 to 19 NOV 2009

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
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   (c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 22 OCT 2009 to 19 NOV 2009

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 9L
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

LOC/DME I-HZK	APP CRS	Rwy ldg 11730
110.5	092°	TDZE 1019
Chan 42		Apt Elev 1026

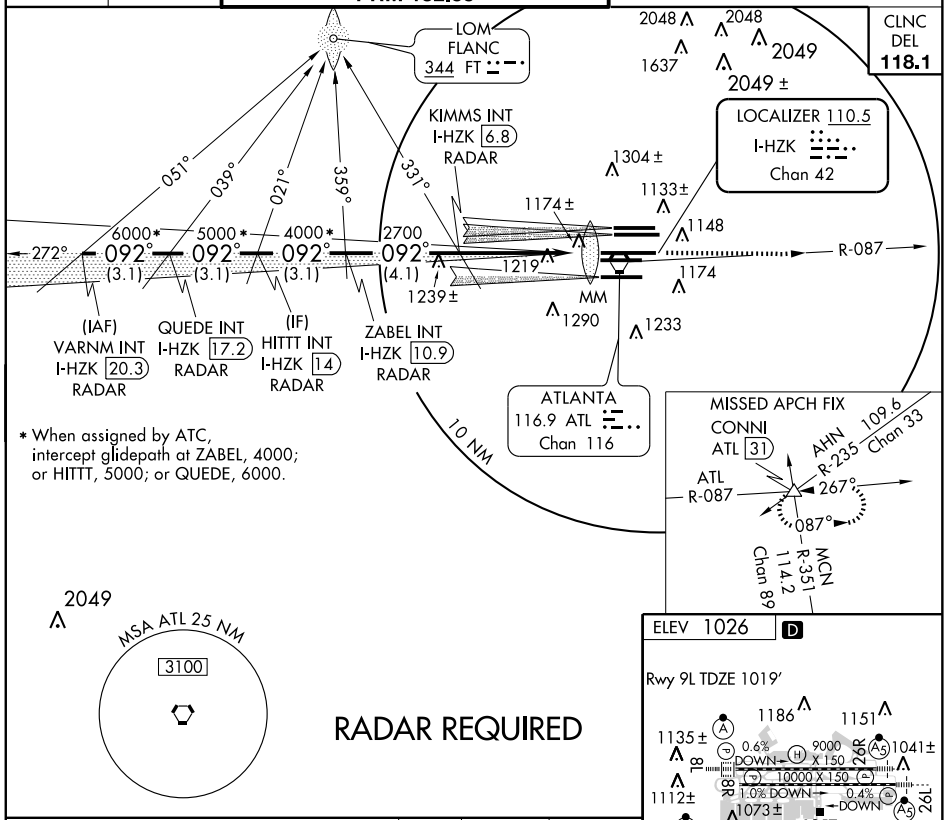
Simultaneous close parallel approach authorized with ILS PRM Rwy 8L or 8R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on adjacent information page. ** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

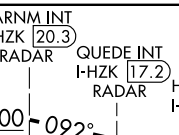
MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI Int/ATL 31 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER						GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55		PRM 132.55									

CLNC DEL 118.1



* When assigned by ATC, intercept glidepath at ZABEL, 4000; or HITTT, 5000; or QUEDE, 6000.

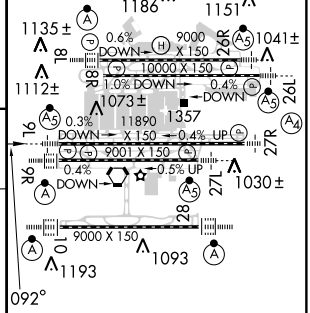


RADAR REQUIRED

CATEGORY	A	B	C	D
S-ILS 9L	** 1219/24	200 (200-½)		

ELEV 1026 D

Rwy 9L TDZE 1019′



HIRL all runways
TDZ/CL Rwys 8L, 8R, 9R, 10, 26R, 27L and 28

SE-4, 22 OCT 2009 to 19 NOV 2009

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

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4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 22 OCT 2009 to 19 NOV 2009

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 9R
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

LOC/DME I-FUN	APP CRS	Rwy ldg	9000
108.9	092°	TDZE	1026
Chan 26		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwys 8L or 8R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP. Radar required.

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER						GND CON			ALL RWYS
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55		PRM 132.55									

CLNC DEL 118.1

LOM FLANC 344 FT

051° 038° 021° 359° 332°

*5000 (3.1) *4000 (3.1) 2700 (4.1)

*6000 092° (3.1) 272°

BURNY INT I-FUN 6.7 RADAR

TIZZY INT I-FUN 10.8 RADAR

(IAF) VINII INT I-FUN 20.2 RADAR

PADGT INT I-FUN 17 RADAR

(IF) HARSN INT I-FUN 13.9 RADAR

OM MM IM

LOCALIZER 108.9 I-FUN Chan 26

ATLANTA 116.9 ATL Chan 116

10 NM

2048 2048 2049 1637 2049±

1304± 1174± 1133± 1148 1219 1239± 1290 1174 1233

R-087

* When assigned by ATC, intercept glidepath at TIZZY, 4000; or HARSN, 5000; or PADGT, 6000.

MISSED APCH FIX

ATL R-087 MCN R-351 AHN R-235 109.6 Chan 33

267° 087°

CONNI ATL 31 Chan 89 114.2

MSA ATL 25 NM 3100 2049

RADAR REQUIRED

ELEV 1026 D

Rwy 9R TDZE 1026′

1186 1151 1135± 1041± 1112± 1073± 1357 1193 1093 1030±

9000 X 150 10000 X 150 11890 9001 X 150 9000 X 150

0.6% DOWN 1.0% DOWN 0.4% DOWN 0.3% DOWN 0.4% UP 0.4% DOWN 0.5% UP

092°

*When assigned by ATC, intercept glidepath at TIZZY, 4000, or HARSN, 5000, or PADGT, 6000.

1500 4000 ATL R-087 116.9 CONNI

VINII INT I-FUN 20.2 RADAR

PADGT INT I-FUN 17 RADAR

HARSN INT I-FUN 13.9 RADAR

TIZZY INT I-FUN 10.8 RADAR

BURNY INT I-FUN 6.7 RADAR

MM IM

7000 092° *6000 *5000 *4000 2700

GS 3.00° TCH 54

3.1 NM 3.1 NM 3.1 NM 4.1 NM 4.6 NM 0.2 0.1

CATEGORY	A	B	C	D
S-ILS 9R	1226/18	200 (200-½)		

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 22 OCT 2009 to 19 NOV 2009

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 22 OCT 2009 to 19 NOV 2009

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 9R (CAT II)
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

LOC/DME I-FUN	APP CRS	Rwy ldg	9000
108.9	092°	TDZE	1026
Chan 26		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwys 8L or 8R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP. Radar required.

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					ALL RWYS
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6
DEP 125.55		PRM 132.55					

GND CON			ALL RWYS
(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	
121.9	121.75	121.65	381.6

CLNC DEL 118.1

LOM FLANC 344 FT

051° 038° 021° 359° 332°

BURNY INT I-FUN 6.7 RADAR

*5000 (3.1) *4000 (3.1) 2700 (4.1)

*6000 092° (3.1) 272°

R-087

LOCALIZER 108.9 I-FUN Chan 26

(IAF) VINII INT I-FUN 20.2 RADAR

PADGT INT I-FUN 17 RADAR

(IF) HARSN INT I-FUN 13.9 RADAR

TIZZY INT I-FUN 10.8 RADAR

OM MM IM

ATLANTA 116.9 ATL Chan 116

* When assigned by ATC, intercept glidepath at TIZZY, 4000; or HARSN, 5000; or PADGT, 6000.

10 NM

MISSED APCH FIX

AHN R-235 109.6 Chan 33

MCN R-351

ATL R-087

267°

087°

CONNI ATL 31

Chan 89 114.2

MSA ATL 25 NM 3100 2049

RADAR REQUIRED

ELEV 1026 D

Rwy 9R TDZE 1026'

* When assigned by ATC, intercept glidepath at TIZZY, 4000; or HARSN, 5000; or PADGT, 6000.

1500 4000 ATL R-087 116.9 CONNI

VINII INT I-FUN 20.2 RADAR

PADGT INT I-FUN 17 RADAR

HARSN INT I-FUN 13.9 RADAR

TIZZY INT I-FUN 10.8 RADAR

BURNY INT I-FUN 6.7 RADAR

DH RA 114

7000 092° 2700

*6000 *5000 *4000

MM IM 1026 MSL

GS 3.00° TCH 54

3.1 NM | 3.1 NM | 3.1 NM | 4.1 NM | 4.6 | 1390' | 884' | 1152'

CATEGORY	A	B	C	D
S-ILS 9R	1126/12 100 RA 114			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 22 OCT 2009 to 19 NOV 2009

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

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   (c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

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   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 22 OCT 2009 to 19 NOV 2009

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 9R (CAT III)
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

LOC/DME I-FUN	APP CRS	Rwy ldg	9000
108.9	092°	TDZE	1026
Chan 26		Apt Elev	1026

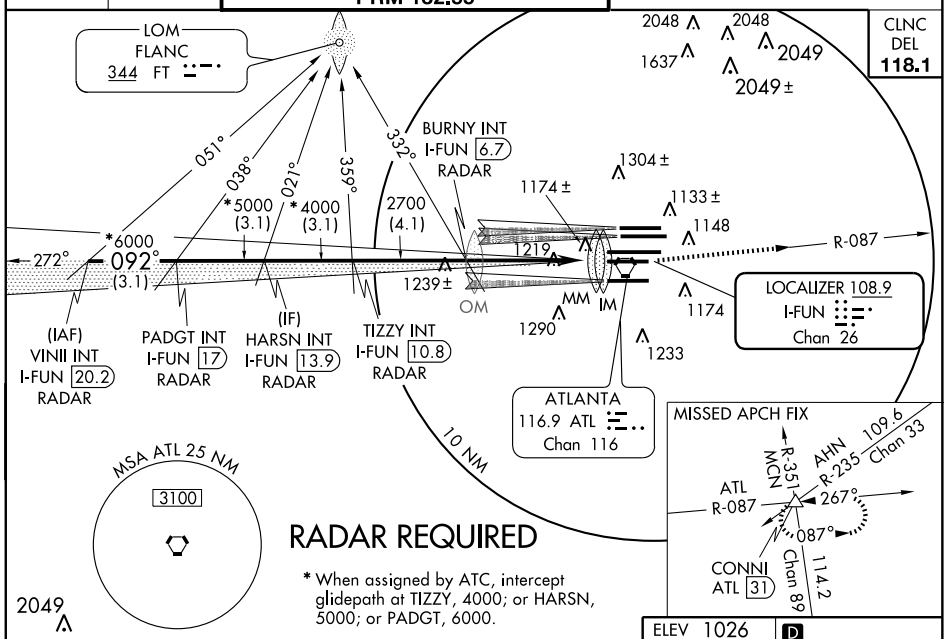
Simultaneous close parallel approach authorized with ILS PRM Rwys 8L or 8R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP. Radar required.

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28 ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5 381.6	121.9	121.75	121.65	381.6
DEP 125.55		PRM 132.55								

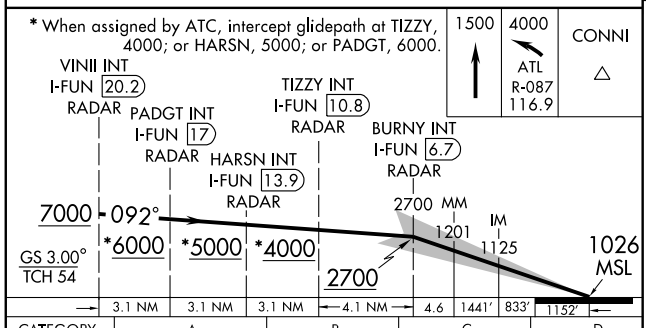
CLNC DEL 118.1



RADAR REQUIRED

* When assigned by ATC, intercept glidepath at TIZZY, 4000; or HARSN, 5000; or PADGT, 6000.

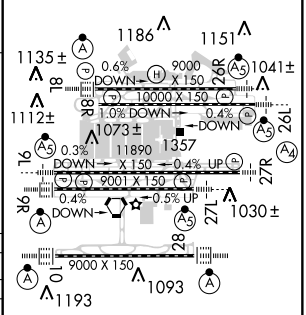
ELEV 1026 D



CATEGORY	A	B	C	D
S-ILS 9R	CAT IIIa		RVR 07	
S-ILS 9R	CAT IIIb		RVR 03	
S-ILS 9R	CAT IIIc		NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

Rwy 9R TDZE 1026'



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 22 OCT 2009 to 19 NOV 2009

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

(b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 22 OCT 2009 to 19 NOV 2009

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 10
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

LOC/DME I-OMO	APP CRS	Rwy Idg	9000
111.55	092°	TDZE	1000
Chan 52 (Y)		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwy 9L or 9R and 8L or 8R. Procedure NA when glideslope not available. Dual VHF comm Required. See additional requirements on AAUP. ILS LOC unusable for rollout guidance.

ALSF-2

MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					ALL RWYS
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6
DEP 125.55		PRM 133.425					

GND CON			ALL RWYS
(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	
121.9	121.75	121.65	381.6

CLNC DEL 118.1

RADAR REQUIRED

10 NM

2049±

PDK 116.6 Chan 113

1304±

1174±

1219

1133±

1148

LOCALIZER 111.55
I-OMO
Chan 52(Y)

272°

4000

092°
(6.3)

*4000

092°
(3.1)

2700

092°
(4.1)

DAELE
I-OMO 6.7
RADAR

IM
1290

1174

1233

(IAF)
POOBA
I-OMO 20.2
RADAR

(IF)
PENCL
I-OMO 13.9
RADAR

ZMANN
I-OMO 10.8
RADAR

ATLANTA
116.9 ATL
Chan 116

R-195

R-180

* When assigned by ATC intercept glidepath at ZMANN 4000.

2049

SCARR
ATL 15

MSA ATL 25 NM
3100

R-062

115.6 LGC
Chan 103

180°

360°

ELEV 1026 D

1186

1151

1135±

1041±

0.6% DOWN

9000 X 150

10000 X 150

1.0% DOWN

0.4% DOWN

1112±

1073±

11890

1357

0.3% DOWN

X 150

0.4% UP

9001 X 150

0.4% DOWN

0.5% UP

1030±

TDZE
1000

9000 X 150

1193

1093

092° 5.1 NM from FAF

* When assigned by ATC intercept glidepath at ZMANN 4000.

1400	3500	SCARR
	ATL R-180 116.9	

POOBA
I-OMO 20.2
RADAR

PENCL
I-OMO 13.9
RADAR

ZMANN
I-OMO 10.8
RADAR

DAELE
I-OMO 6.7
RADAR

4000

092°

4000

*4000

092°

2700

IM

2700

GS 3.00°
TCH 58

6.3 NM | 3.1 NM | 4.1 NM | 5 NM | 0.1

CATEGORY	A	B	C	D
S-ILS 10	1200/18	200 (200-½)		

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 22 OCT 2009 to 19 NOV 2009

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

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2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

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   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

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SE-4, 22 OCT 2009 to 19 NOV 2009

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 10 (CAT II)
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

LOC/DME I-OMO	APP CRS	Rwy Idg	9000
111.55	092°	TDZE	1000
Chan 52 (Y)		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwy 9L or 9R and 8L or 8R. Procedure NA when glideslope not available. Dual VHF comm Required. See additional requirements on AAUP. ILS LOC unusable for rollout guidance.

ALSF-2

MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER						GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55		PRM 133.425									

CLNC DEL 118.1

RADAR REQUIRED

2049±

10 NM

PDK 116.6 Chan 113

1304±

1174±

1219

1133±

1148

LOCALIZER 111.55
I-OMO
Chan 52(Y)

272°

4000

092°
(6.3)

*4000

092°
(3.1)

2700

092°
(4.1)

DAELE
I-OMO 6.7
RADAR

IM
1290

1174

1233

(IAF)
POOBA
I-OMO 20.2
RADAR

(IF)
PENCL
I-OMO 13.9
RADAR

ZMANN
I-OMO 10.8
RADAR

ATLANTA
116.9 ATL
Chan 116

R-180

R-195

* When assigned by ATC intercept glidepath at ZMANN 4000.

2049

MSA ATL 25 NM

3100

SCARR
ATL 15

115.6 LGC
Chan 103

R-062

180°

360°

ELEV 1026 D

1186

1151

1135±

1041±

1112±

1073±

1357

11890

1030±

1193

1093

9000 X 150

10000 X 150

9001 X 150

TDZE 1000

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

* When assigned by ATC, intercept glidepath at ZMANN 4000.

1400	3500	SCARR
	ATL R-180 116.9	

POOBA
I-OMO 20.2
RADAR

PENCL
I-OMO 13.9
RADAR

ZMANN
I-OMO 10.8
RADAR

DAELE
I-OMO 6.7
RADAR

DH
RA 107

4000 092° 4000 *4000 092° 2700

IM

1000
MSL

GS 3.00°
TCH 58

2700

6.3 NM | 3.1 NM | 4.1 NM | 5 NM | 857' | 1150'

CATEGORY	A	B	C	D
S-ILS 10	1100/12	100 RA 107		

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-4, 22 OCT 2009 to 19 NOV 2009

ATTENTION ALL USERS PAGE (AAUP)

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SE-4, 22 OCT 2009 to 19 NOV 2009

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 10 (CAT III)
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

LOC/DME I-OMO	APP CRS	Rwy Idg	9000
111.55	092°	TDZE	1000
Chan 52 (Y)		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwy 9L or 9R and 8L or 8R. Procedure NA when glideslope not available. Dual VHF comm Required. See additional requirements on AAUP. ILS LOC unusable for rollout guidance.

ALSF-2

MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					ALL RWYS
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6
DEP 125.55		PRM 133.425					

GND CON			ALL RWYS
(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	
121.9	121.75	121.65	381.6

CLNC DEL 118.1

RADAR REQUIRED

10 NM

2049±

PDK 116.6 Chan 113

1304±

1174±

1219

1133±

1148

LOCALIZER 111.55
I-OMO
Chan 52(Y)

272°

4000

092°
(6.3)

*4000

092°
(3.1)

2700

092°
(4.1)

DAELE
I-OMO 6.7
RADAR

IM
1290

1174

1233

(IAF)
POOBA
I-OMO 20.2
RADAR

(IF)
PENCL
I-OMO 13.9
RADAR

ZMANN
I-OMO 10.8
RADAR

ATLANTA
116.9 ATL
Chan 116

R-180

R-195

* When assigned by ATC intercept glidepath at ZMANN 4000.

2049

MSA ATL 25 NM

3100

SCARR
ATL 15

115.6 LGC
Chan 103

R-062

180°

360°

ELEV 1026 D

1186

1151

1135±

0.6% DOWN

9000 X 150

1041±

10000 X 150

1112±

1.0% DOWN

0.4% DOWN

1073±

11890

1357

0.3% DOWN

X 150

0.4% UP

9001 X 150

0.4% DOWN

0.5% UP

1030±

TDZE 1000

9000 X 150

1193

1093

* When assigned by ATC, intercept glidepath at ZMANN 4000.

1400	3500	SCARR
	ATL R-180 116.9	

POOBA
I-OMO 20.2
RADAR

PENCL
I-OMO 13.9
RADAR

ZMANN
I-OMO 10.8
RADAR

DAELE
I-OMO 6.7
RADAR

4000 — 092° — 4000 — *4000 — 092° — 2700

GS 3.00°
TCH 58

IM
1100

2700

1000 MSL

6.3 NM — 3.1 NM — 4.1 NM — 5 NM — 860' — 1150'

CATEGORY	A	B	C	D
S-ILS-10	CAT IIIa RVR 07			
S-ILS-10	CAT IIIb NA			
S-ILS-10	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 22 OCT 2009 to 19 NOV 2009

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

(b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 22 OCT 2009 to 19 NOV 2009

ATLANTA, GEORGIA

AL-26 (FAA)

09295

ILS PRM RWY 26L (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

LOC/DME I-BRU	APP CRS	Rwy Idg	10000
108.7	272°	TDZE	995
Chan 24		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwy 27L or 27R and Rwy 28. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP.
For inoperative MALSR increase S-ILS 26L visibility all Cats to RVR 5000.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					ALL
	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6
DEP 125.55		PRM 126.9					

GND CON				ALL
(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28		RWYS
121.9	121.75	121.65		381.6

CLNC DEL 118.1

115.4 RMG Chan 101

PEACHTREE 116.6 PDK Chan 113

TROYS ATL 15

ALTERNATE MISSED APPROACH: R-360, 180°, 360° to PEACHTREE PDK 116.6 Chan 113

RADAR REQUIRED

LOCALIZER 108.7 I-BRU Chan 24

ATLANTA 116.9 ATL Chan 116

DEJAA INT I-BRU 6.6 RADAR

(IF) KINKY INT I-BRU 14.1 RADAR

(IAF) LUVIE INT I-BRU 20.3 RADAR

PANOL INT I-BRU 10.4 RADAR

2600 272° (3.8) *3800 272° (3.8) *5000 272° (6.1) 092°

10 NM

MSA ATL 25 NM 3100

* When assigned by ATC, intercept glidepath at PANOL, 3800; or KINKY, 5000.

ELEV 1026 D

Rwy 26L TDZE 995'

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

1500 | 3500 | ATL R-360 116.9 | TROYS

* When assigned by ATC, intercept glidepath at PANOL, 3800; or KINKY, 5000.

VGSI and ILS glidepath not coincident.

MM 2600 *3800 *5000 272° GS 3.00° TCH 52

0.5 | 4.3 NM | 3.8 NM | 3.8 NM | 6.1 NM

CATEGORY	A	B	C	D	E
S-ILS 26L	1280/24 285 (300-½)				

SE-4, 22 OCT 2009 to 19 NOV 2009

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 22 OCT 2009 to 19 NOV 2009

ATLANTA, GEORGIA

AL-26 (FAA)

09295

ILS PRM RWY 26R (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

LOC/DME I-GXZ	APP CRS	Rwy Idg	8800
110.1	274°	TDZE	990
Chan 38		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwy 27L or 27R and 28. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP.

MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					ALL
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS
ARR 119.65	APP CON	119.1	125.325	123.85	119.3	119.5	381.6
DEP 125.55	127.9 379.9	PRM 126.9					

GND CON				ALL
(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28		RWYS
121.9	121.75	121.65		381.6

CLNC DEL 118.1

115.4 RMG Chan 101

360° 180°

TROYS ATL 15

R-115

PEACHTREE 116.6 PDK Chan 113

R-138

R-184

R-169

R-155

R-360

2049

2048

1637

2049±

ATL R-360

AJAAY INT I-GXZ 6.7 RADAR

BALLI INT I-GXZ 10.2 RADAR

FREAL INT I-GXZ 13.9 RADAR

(IF)

SMLTZ INT I-GXZ 20.3 RADAR

(IAF)

LOCALIZER 110.1 I-GXZ Chan 38

1304±

MM 1148

1133±

1174±

1219

1174

2700

*3800

*5000

274°

(3.5)

(3.8)

(6.4)

094°

ATLANTA 116.9 ATL Chan 116

1290

1233

R-360

PEACHTREE 116.6 PDK Chan 113

180° 360°

ALTERNATE MISSED APPROACH

MSA ATL 25 NM

3100

10 NM

RADAR REQUIRED

ELEV 1026

Rwy 26R TDZE 990'

D

274°

1186

1151

1135±

1041±

0.6% DOWN

9000 X 150

10000 X 150

1.0% DOWN

0.4% DOWN

1112±

1073±

1357

11890

0.3% DOWN

X 150

0.4% UP

9001 X 150

0.4% DOWN

0.5% UP

1030±

9000 X 150

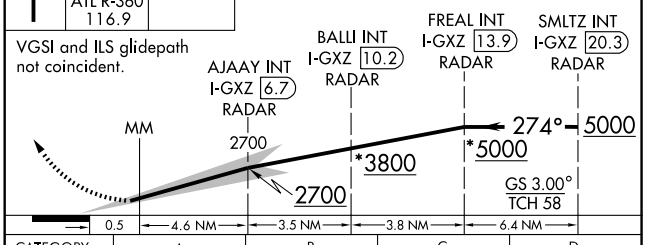
1093

1193

1400	3500	TROYS
	ATL R-360 116.9	△

* When assigned by ATC, intercept glidepath at 3800 or 5000.

VGSI and ILS glidepath not coincident.



HIRL all runways

TDZ/CL Rwys 8L, 9R, 10, 26R, 28 and 27L

CATEGORY	A	B	C	D
S-ILS 26R	1190/18	200 (200-½)		

SE-4, 22 OCT 2009 to 19 NOV 2009

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

(b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 22 OCT 2009 to 19 NOV 2009

ATLANTA, GEORGIA

09295

ILS PRM RWY 26R (CAT II)
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

LOC/DME I-GXZ	APP CRS	Rwy Idg	8800
110.1	274°	TDZE	990
Chan 38		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwy 27L or 27R and 28. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP. Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSPEC approval or LOA for this runway.

MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON				
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55	127.9 379.9	PRM 126.9									

CLNC DEL 118.1

115.4 RMG Chan 101

TROYS ATL 15

PEACHTREE 116.6 PDK Chan 113

R-115 R-138 R-184 R-169 R-155

ATL R-360

AJAAY INT I-GXZ 6.7 RADAR

BALLI INT I-GXZ 10.2 RADAR

FREAL INT I-GXZ 13.9 RADAR

(IF)

SMLTZ INT I-GXZ 20.3 RADAR

(IAF)

LOCALIZER 110.1 I-GXZ Chan 38

ATLANTA 116.9 ATL Chan 116

MM

2700 274° (3.5)

*3800 274° (3.8)

*5000 274° (6.4)

094°

MSA ATL 25 NM 3100

10 NM

R-360 PEACHTREE 116.6 PDK Chan 113 ALTERNATE MISSED APPROACH

ELEV 1026 Rwy 26R TDZE 990'

D

RADAR REQUIRED

1400 | 3500 ATL R-360 116.9 | TROYS

*When assigned by ATC, intercept glidepath at 3800 or 5000.

VGSI and ILS glidepath not coincident.

DH RA 105

990 MSL

MM

2700

*3800

*5000

274° 5000

GS 3.00° TCH 58

1149' | 801' | 2348' | 4.6 NM | 3.5 NM | 3.8 NM | 6.4 NM

CATEGORY	A	B	C	D
S-ILS 26R	1090/12	100 RA 105		

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all runways TDZ/CL Rwys 8L, 9R, 10, 26R, 28 and 27L

SE-4, 22 OCT 2009 to 19 NOV 2009

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 27L
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

LOC/DME I-FSQ	APP CRS	Rwy Idg	8865
108.5	272°	TDZE	999
Chan 22		Apt Elev	1026

Simultaneous close parallel approaches authorized with ILS PRM Rwy 26L or 26R and Rwy 28. Procedure not authorized when glideslope not available. Dual VHF comm required. See additional requirements on adjacent information page.

MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 via ATL VORTAC R-268 to TEMPO Int/ATL 30.3 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					GND CON			ALL RWYS
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65 381.6
DEP 125.55		PRM 132.55								

CLNC DEL 118.1

LOCALIZER 108.5
I-FSQ
Chan 22

ATLANTA
116.9 ATL
Chan 116

MISSED APCH FIX

TEMPO
ATL 30.3

Chan 101 R-172 115.4 RMG

ATL R-268

088°

268°

10 NM

DEPOT INT
I-FSQ 7
RADAR

(IF)
DOOOH INT
I-FSQ 13.9
RADAR

ANVAL INT
I-FSQ 10.8
RADAR

DEZEE INT
I-FSQ 17.1
RADAR

(IAF)
YABBA INT
I-FSQ 20.8
RADAR

*When assigned by ATC, intercept glidepath at ANVAL, 4000; DOOOH, 5000; DEZEE, 6000.

R-268 R-184 R-170 R-159 R-149 R-140

116.6 PDK Chan 113

2048 1637 2049 2049± 1304± 1133± 1174± 1219 1148 1174 1083 1290 1233 1201 2049

2800 (3.8) BR LOM OM

*4000 (3.1) *5000 (3.1) *6000 (3.7)

272° 092°

MM

ELEV 1026 D

RADAR REQUIRED

MSA ATL 25 NM
3100

Rwy 27L TDZE 999'

1186 1151 1135± 1041± 1112± 1073± 1357 11890 1030± 1193 1093 9000 X 150 10000 X 150 9001 X 150

0.6% DOWN 1.0% DOWN 0.4% DOWN 0.3% DOWN 0.4% UP 0.5% UP

18 18R 26R 26L 9L 9R 27L 27R 28 10 272°

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

1400 | 4000 ATL R-268 116.9 | TEMPO

*When assigned by ATC, intercept glidepath at ANVAL, 4000; DOOOH, 5000; DEZEE, 6000.

DEPOT I-FSQ 7 RADAR
ANVAL I-FSQ 10.8 RADAR
DOOOH I-FSQ 13.9 RADAR
DEZEE I-FSQ 17.1 RADAR
YABBA I-FSQ 20.8 RADAR

2800 MM *4000 *5000 *6000 272° 7000 GS 3.00° TCH 65 2800

0.5 NM | 5 NM | 3.8 NM | 3.1 NM | 3.1 NM | 3.7 NM

CATEGORY	A	B	C	D
S-ILS 27L	1199/18	200 (200-½)		

SE-4, 22 OCT 2009 to 19 NOV 2009

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

(b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 27R (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

LOC/DME I-AFA	APP CRS	Rwy Idg 11690
111.3	272°	TDZE 985
Chan 50		Apt Elev 1026

Simultaneous close parallel approaches authorized with ILS PRM Rwy 26L or 26R and Rwy 28. Dual VHF comm required. Procedure not authorized when glideslope not available. See additional requirements on adjacent information page.

MALS

MISSED APPROACH: Climb to 1400, then climbing left turn to 4000 via ATL VORTAC R-268 to TEMPO INT/ATL 30.3 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER						GND CON			ALL
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55		PRM 132.55									

CLNC DEL 118.1

LOCALIZER 111.3 I-AFA Chan 50

116.6 PDK Chan 113

ATLANTA 116.9 ATL Chan 116

115.4 Chan 101

R-268 R-172 R-183 R-168 R-157 R-147

BR LOM MM OM

2700 (4.1) *4000 (3.1) *5000 (3.1) *6000 (3.1)

272° 092°

HOKIE INT RADAR (IF) HOYYT INT RADAR HATHH INT RADAR (IAF) HRLES RADAR

LIAMS INT RADAR

10 NM

* When assigned by ATC, intercept glidepath at HOKIE, 4000; or HOYTT, 5000; or HATHH, 6000.

TEMPO ATL 30.3 RMG ATL R-268 088° 268°

MISSED APCH FIX

ELEV 1026 D

RADAR REQUIRED

MSA ATL 25 NM 3100

Rwy 27R TDZE 985'

1400 4000 ATL R-268 116.9 TEMPO

* When assigned by ATC, intercept glidepath at HOKIE, 4000; or HOYTT, 5000; or HATHH, 6000.

LIAMS INT RADAR HOKIE INT RADAR HOYYT INT RADAR HATHH INT RADAR HRLES RADAR

2700 MM 2700 *4000 *5000 *6000 272° 7000 GS 3.00° TCH 56

0.5 4.6 NM 4.1 NM 3.1 NM 3.1 NM 3.1 NM

HIRL all runways

TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

CATEGORY	A	B	C	D
S-ILS 27R	1185/40	200 (200-¾)		

SE-4. 22 OCT 2009 to 19 NOV 2009

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

(b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 22 OCT 2009 to 19 NOV 2009

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 28
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

LOC/DME I-PKU	APP CRS	Rwy Idg	9000
111.75	272°	TDZE	998
Chan 54 (Y)		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwy 27R or 27L and 26L or 26R. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP.

ALSF-2

MISSED APPROACH: Climb to 1400 then climbing left turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER						GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55		PRM 133.425									

RADAR REQUIRED

CLNC DEL 118.1

LOCALIZER 111.75
I-PKU
Chan 54(Y)

PDK 116.6
Chan 113

10 NM

*When assigned by ATC intercept glidepath at FOGER 4000.

(IF) ANIEE
I-PKU 14
RADAR

(IAF) DACTL
I-PKU 20.8
RADAR

JUBBA
I-PKU 6.8
RADAR

FOGER
I-PKU 10.8
RADAR

2700 *4000 4000
272° 272° 272°
(4.1) (3.1) (6.8)
092°

2049 2048 2048 2049 1637 2049± 1304± 1148 1133± 1174± 1219 1290 1174 1233

MSA ATL 25 NM
3100

ATLANTA
116.9 ATL
Chan 116

R-195

ATL R-180

SCARR
ATL 15

LGC 115.6
Chan 103

R-062 360° 180°

ELEV 1026 D

1186 1151 1135± 1041± 1112± 1073± 1357 1030± 1193 1093 TDZE 998 272°

0.6% DOWN 9000 X 150
10000 X 150
1.0% DOWN 0.4% DOWN
0.3% DOWN 11890 X 150 0.4% UP
9001 X 150 0.5% UP
0.4% DOWN
9000 X 150

1400	3500	SCARR
	ATL R-180 116.9	△

*When assigned by ATC intercept glidepath at FOGER 4000.

JUBBA I-PKU 6.8 RADAR 2700
FOGER I-PKU 10.8 RADAR
ANIEE I-PKU 14 RADAR
DACTL I-PKU 20.8 RADAR
IM
2700 *4000 4000 272°
GS 3.00°
TCH 55

0.1 5 NM 4.1 NM 3.1 NM 6.8 NM

CATEGORY	A	B	C	D
S-ILS 28	1198/18	200 (200-½)		

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 22 OCT 2009 to 19 NOV 2009

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 22 OCT 2009 to 19 NOV 2009

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 28 (CAT II)
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

LOC/DME I-PKU	APP CRS	Rwy Idg	9000
111.75	272°	TDZE	998
Chan 54 (Y)		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwy 27R or 27L and 26L or 26R. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP.

ALSF-2

MISSED APPROACH: Climb to 1400 then climbing left turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					ALL RWYS
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6
DEP 125.55		PRM 133.425					

GND CON			ALL RWYS
(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	
121.9	121.75	121.65	381.6

RADAR REQUIRED

CLNC DEL 118.1

LOCALIZER 111.75
I-PKU
Chan 54(Y)

2049

10 NM

PDK 116.6
Chan 113

*When assigned by ATC intercept glidepath at FOGER 4000.

(IF) ANIEE
I-PKU 14
RADAR

(IAF) DACTL
I-PKU 20.8
RADAR

2700 272° (4.1) JUBBA
I-PKU 6.8
RADAR

*4000 272° (3.1) FOGER
I-PKU 10.8
RADAR

4000 272° (6.8) 092°

ATLANTA
116.9 ATL
Chan 116

R-195

ATL R-180

SCARR
ATL 15

LGC 115.6
Chan 103

R-062

360°

180°

MSA ATL 25 NM
3100

ELEV 1026 D

1400 | 3500 ATL R-180 116.9 | SCARR

*When assigned by ATC intercept glidepath at FOGER 4000.

JUBBA I-PKU 6.8 RADAR
FOGER I-PKU 10.8 RADAR
ANIEE I-PKU 14 RADAR
DACTL I-PKU 20.8 RADAR

DH RA 124
998 MSL
IM
2700
*4000
4000
272°
GS 3.00°
TCH 55

1100' 780' 5 NM 4.1 NM 3.1 NM 6.8 NM

CATEGORY	A	B	C	D
S-ILS 28	1098/12 100 RA 124			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 22 OCT 2009 to 19 NOV 2009

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

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   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-HFW	APP CRS	Rwy Idg	8800
109.3	092°	TDZE	1015
Chan 30		Apt Elev	1026

ILS RWY 8L (CAT II)

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

Simultaneous approach authorized with Rwy 9L or 9R or 10, or Rwys 9L and 10.
ADF or DME or RADAR REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS Int/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER						GND CON			
	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65											
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

PEACHTREE 116.6 PDK Chan 113

ALTERNATE MISSED APPROACH

R-360 180° 360°

115.4 RMG Chan 101

TROYS ATL 15

R-115

PEACHTREE 116.6 PDK Chan 113

LOM FLANC 344 FT

(IAF) OSTRR INT I-HFW 20.6 RADAR

055° 020° 347° 329°

SCHEL INT I-HFW 7.3 RADAR

R-360 PDK R-210

LOCALIZER 109.3 I-HFW Chan 30

272° *5000 092° (6.7) *3700 092° (4.1) 2900 092° (2.5)

(IF)

BAHRR INT I-HFW 13.9 RADAR

REIFF INT I-HFW 9.8 RADAR

MM IM

ATLANTA 116.9 ATL Chan 116

MSA ATL 25 NM 3100

10 NM

RADAR REQUIRED

ELEV 1026 D

TDZE 1015

*When assigned by ATC, intercept glidepath at REIFF, 3700; or BAHRR,5000.

1500 3500 ATL R-360 116.9 TROYS

OSTRR INT I-HFW 20.6 RADAR

BAHRR INT I-HFW 13.9 RADAR

REIFF INT I-HFW 9.8 RADAR

SCHEL INT I-HFW 7.3 RADAR

6000 092° *5000 *3700 2900 092° 2900 MM IM

DH RA 106

GS 3.00° TCH 59

1015 MSL

6.7 NM 4.1 NM 2.5 NM 5.3 NM 1514′ 790′ 1200′

CATEGORY	A	B	C	D
S-ILS 8L	1115/12 100 RA 106			

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-4, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-HFW	APP CRS	Rwy Idg	8800
109.3	092°	TDZE	1015
Chan 30		Apt Elev	1026

ILS RWY 8L (CAT III)

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

Simultaneous approach authorized with Rwy 9L or 9R or 10, or Rwys 9L and 10.
ADF or DME or RADAR REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS Int/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			
	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65											
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

PEACHTREE 116.6 PDK Chan 113

R-360 180° 360°

ALTERNATE MISSED APPROACH

MSA ATL 25 NM 3100

115.4 RMG Chan 101

TROYS ATL 15

R-115

PEACHTREE 116.6 PDK Chan 113

10 NM

LOM FLANC 344 FT

(IAF) OSTRR INT I-HFW 20.6 RADAR

055° 020° 347° 329°

SCHEL INT I-HFW 7.3 RADAR

R-360 PDK R-210

LOCALIZER 109.3 I-HFW Chan 30

272° *5000 092° (6.7) (IF) *3700 092° (4.1) 2900 092° (2.5)

MM IM

ATLANTA 116.9 ATL Chan 116

BAHRR INT I-HFW 13.9 RADAR

REIFF INT I-HFW 9.8 RADAR

RADAR REQUIRED

ELEV 1026 D

* When assigned by ATC, intercept glidepath at REIFF, 3700; or BAHRR,5000.

1500 3500 ATL R-360 116.9 TROYS

OSTRR INT I-HFW 20.6 RADAR

BAHRR INT I-HFW 13.9 RADAR

REIFF INT I-HFW 9.8 RADAR

SCHEL INT I-HFW 7.3 RADAR

6000 092° *5000 *3700 2900 092° MM 2900 1192 IM 1115 1015 MSL

GS 3.00° TCH 59

6.7 NM 4.1 NM 2.5 NM 5.3 NM 1456′ 848′ 1200′

CATEGORY	A	B	C	D
S–ILS 8L	CAT IIIa		RVR 07	
S–ILS 8L	CAT IIIb		RVR 06	
S–ILS 8L	CAT IIIc		NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZE 1015 1186 1151 1135± 1041± 1112± 1073± 1357 1030± 1193 1093

0.6% DOWN 9000 X 150 26R

10000 X 150 1.0% DOWN 0.4% DOWN 26L

11890 0.3% DOWN X 150 0.4% UP 27R

9001 X 150 0.4% DOWN 0.5% UP 27L

9000 X 150 10

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-FUN	APP CRS	Rwy Idg	9000
108.9	092°	TDZE	1026
Chan 26		Apt Elev	1026

ATLANTA/
HARTSFIELD - JACKSON ATLANTA INTL (ATL)

ILS RWY 9R (CAT II)

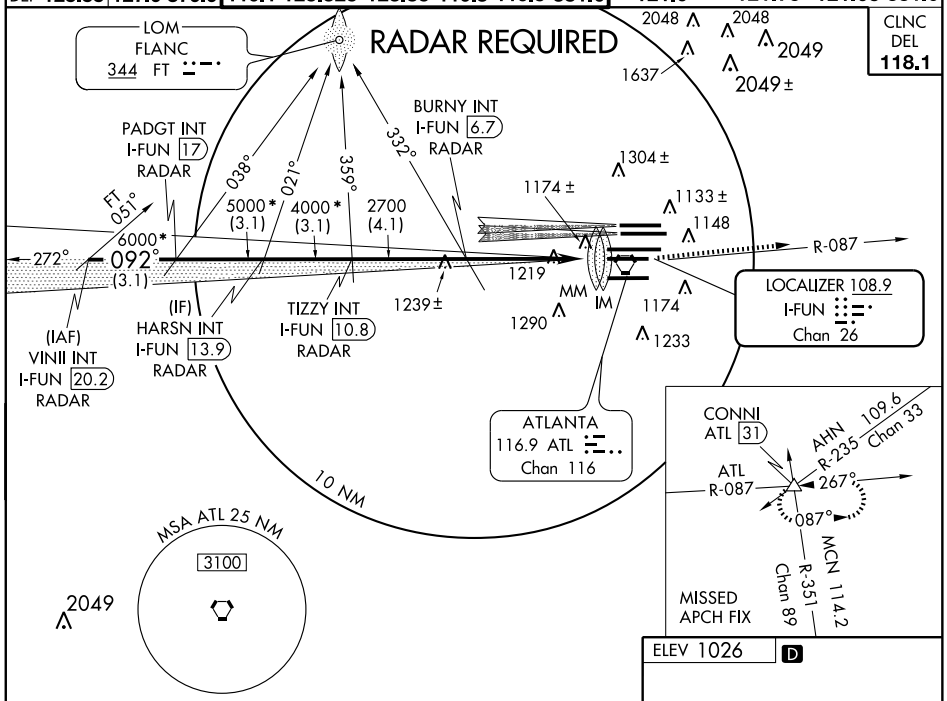
Simultaneous approach authorized with Rwy 8L or 8R.
ADF or DME or RADAR Required.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

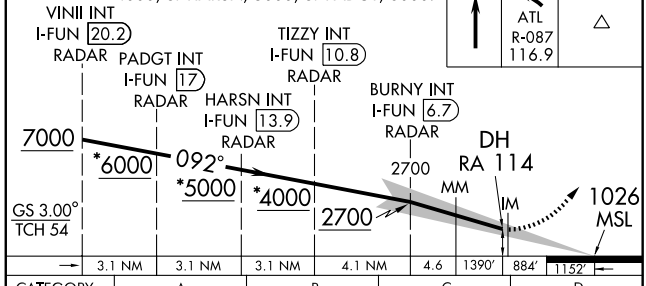
ATIS	ATLANTA	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55	127.9 379.9										

CLNC DEL 118.1



*When assigned by ATC, intercept glidepath at TIZZY, 4000, or HARSN, 5000, or PADGT, 6000.

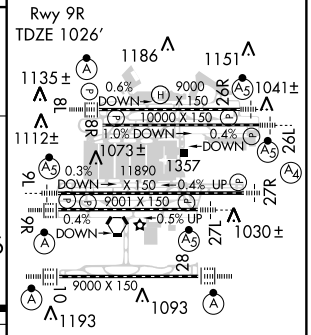
1500	4000	CONNI
↑	ATL R-087 116.9	△



CATEGORY	A	B	C	D
S-ILS-9R	1126/12	100 RA 114		

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 1026 D



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

LOC/DME I-FUN	APP CRS	Rwy Idg	9000
108.9	092°	TDZE	1026
Chan 26		Apt Elev	1026

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

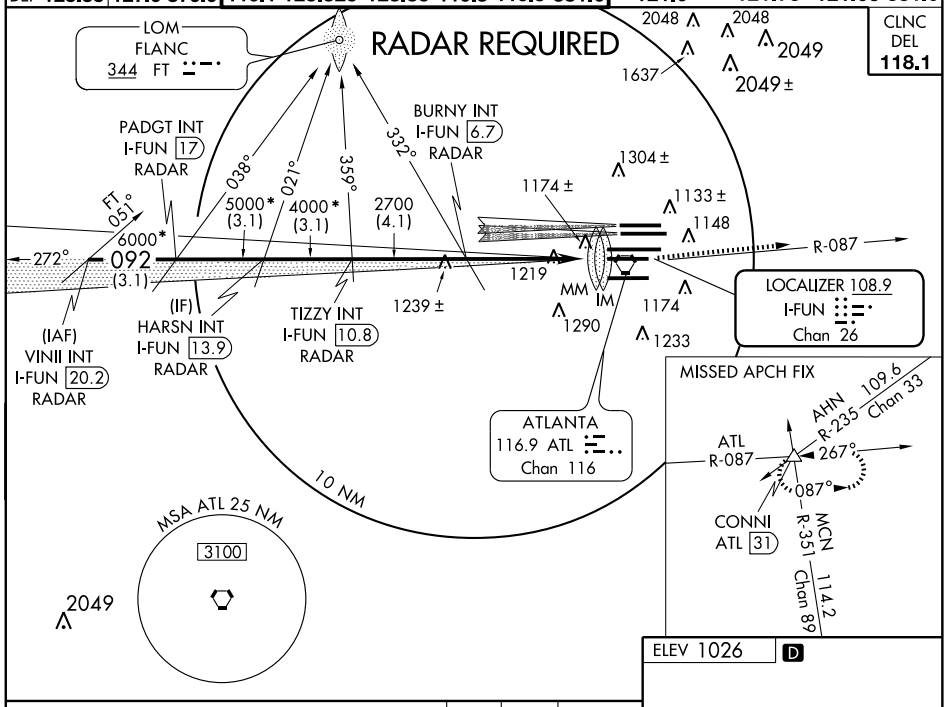
ILS RWY 9R (CAT III)

Simultaneous approach authorized with Rwy 8L or 8R.
ADF or DME or RADAR Required.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

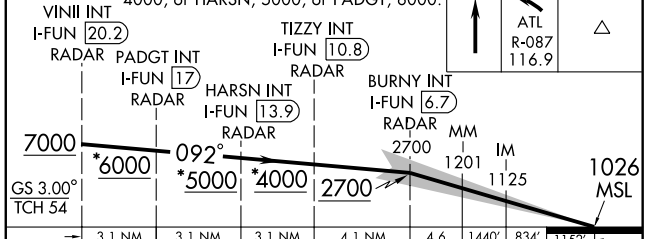
ATIS	ATLANTA	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55	127.9 379.9										



SE-4, 22 OCT 2009 to 19 NOV 2009

*When assigned by ATC, intercept glidepath at TIZZY, 4000, or HARSN, 5000, or PADGT, 6000.

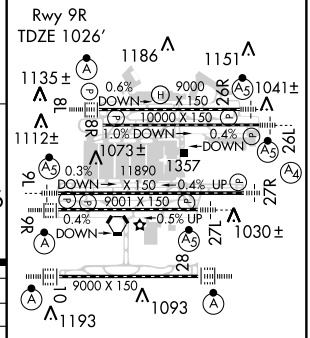
1500 4000 ATL R-087 116.9 CONNI



CATEGORY	A	B	C	D
S-ILS-9R	CAT IIIa RVR 07			
S-ILS-9R	CAT IIIb RVR 03			
S-ILS-9R	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 1026 D



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

LOC/DME I-OMO	APP CRS	Rwy Idg	9000
111.55	092°	TDZE	1000
Chan 52 (Y)		Apt Elev	1026

ILS RWY 10 (CAT II)

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

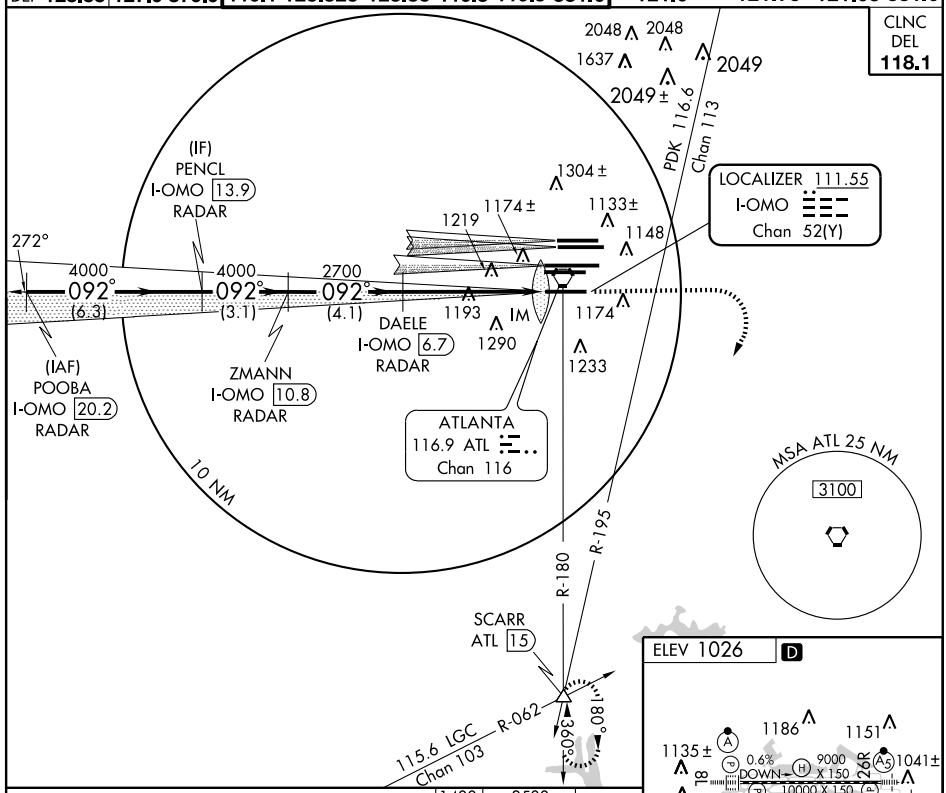
Simultaneous approach authorized with Rwy 9L or 8R or 8L, or Rwys 9L and 8L. DME or RADAR REQUIRED. ILS LOC unusable for rollout guidance.

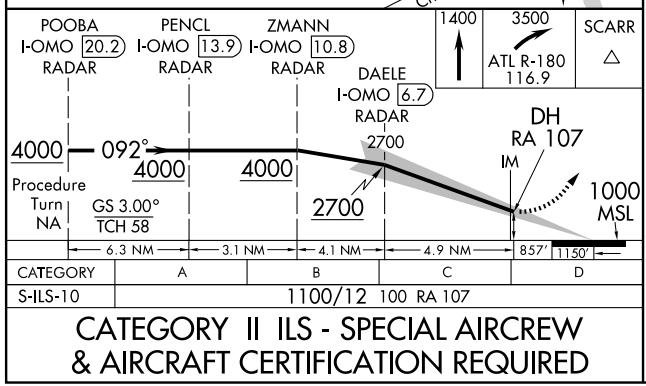
ALSF-2

MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON		
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L) 10-28	ALL RWYS
ARR 119.65	APP CON	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55	127.9 379.9									

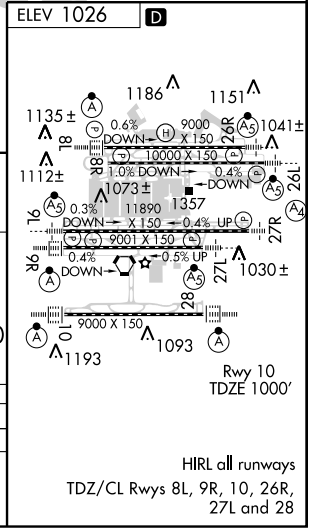
CLNC DEL 118.1





CATEGORY	A	B	C	D
S-ILS-10	1100/12 100 RA 107			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



LOC/DME I-OMO	APP CRS	Rwy Idg	9000
111.55	092°	TDZE	1000
Chan 52 (Y)		Apt Elev	1026

ILS RWY 10 (CAT III)

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

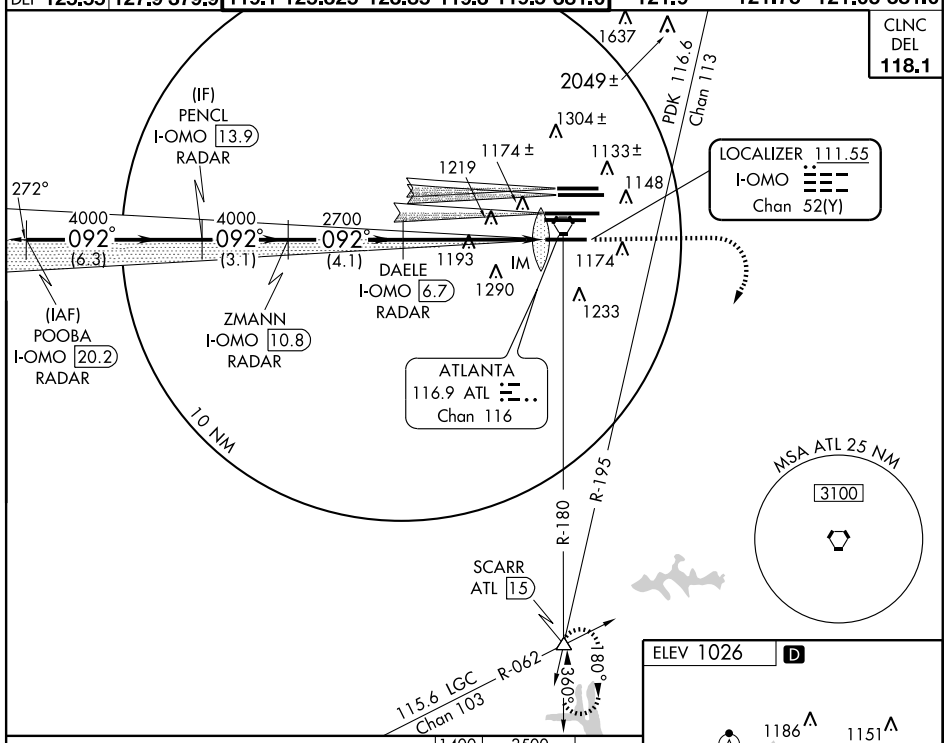
Simultaneous approach authorized with Rwy 9L or 8R or 8L, or Rwys 9L and 8L. DME or RADAR REQUIRED. ILS LOC unusuable for rollout guidance.

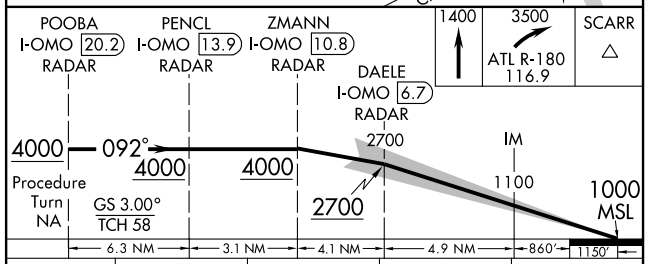
ALSF-2

MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON			ALL
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

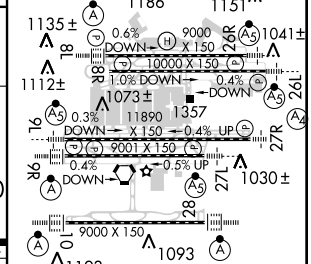




CATEGORY	A	B	C	D
S-ILS-10		CAT IIIa	RVR 07	
S-ILS-10		CAT IIIb	NA	
S-ILS-10		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 1026 D



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-GXZ	APP CRS	Rwy Idg	26R	26L
110.1	274°	TDZE	990	995
Chan 38		Apt Elev	1026	1026

ILS RWY 26R (CAT II)

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSPEC approval or LOA for this runway. Simultaneous approach authorized with Rwy 27L or 27R or 28, or Rwys 27R and 28.

MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON			ALL
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

115.4 RMG Chan 101

TROYS ATL 15

PEACHTREE 116.6 PDK Chan 113

R-360 180° 360°

ALTERNATE MISSED APPROACH

R-115 R-138 R-184 R-169 R-155 ATL R-360

2049 2049 2048 2048 2049 1637 2049 ± 2049

AJAAY INT I-GXZ 6.7 RADAR

BALLI INT I-GXZ 10.2 RADAR

(IF) FREAL INT I-GXZ 13.9 RADAR

(IAF) SMLTZ INT I-GXZ 20.3 RADAR

LOCALIZER 110.1 I-GXZ Chan 38

1304 ± 1133 ± MM 1148 1130 1174 ± 1219 1174 1290 1233

2700 274° (3.5) *3800 274° (3.8) *5000 274° (6.4) 094°

ATLANTA 116.9 ATL Chan 116

MSA ATL 25 NM 3100

10 NM

RADAR REQUIRED

ELEV 1026 D

Rwy 26L TDZE 995′
Rwy 26R TDZE 990′

1186 1151 1135 ± 1041 ± 1112 ± 1073 ± 1357 1030 ± 1093 1193

0.6% DOWN 9000 X 150 26R 18

1.0% DOWN 10000 X 150 26L 8R

0.4% DOWN 11890 X 150 0.4% UP 27R 9L

0.3% DOWN 9001 X 150 0.4% UP 27L 9R

9000 X 150 28 10

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 28 and 27L

1400 | 3500 ATL R-360 116.9 | TROYS

*When assigned by ATC, intercept glidepath at 3800 or 5000.

VGSI and ILS glidepath not coincident.

AJAAY INT I-GXZ 6.7 RADAR 2700

BALLI INT I-GXZ 10.2 RADAR *3800

FREAL INT I-GXZ 13.9 RADAR *5000

SMLTZ INT I-GXZ 20.3 RADAR

DH RA 105

990 MSL

MM

274° 5000

GS 3.00° TCH 58

1149′ 801′ 2348′ 4.6 NM 3.5 NM 3.8 NM 6.4 NM

CATEGORY	A	B	C	D
S-ILS 26R	1090/12	100 RA 105		

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-4. 22 OCT 2009 to 19 NOV 2009

LOC/DME I-PKU	APP CRS	Rwy Idg	9000
111.75	272°	TDZE	998
Chan 54 (Y)		Apt Elev	1026

ILS RWY 28 (CAT II)

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

Simultaneous approach authorized with Rwy 27R or 26L or 26R, or Rwys 27R and 26R. DME or RADAR REQUIRED.

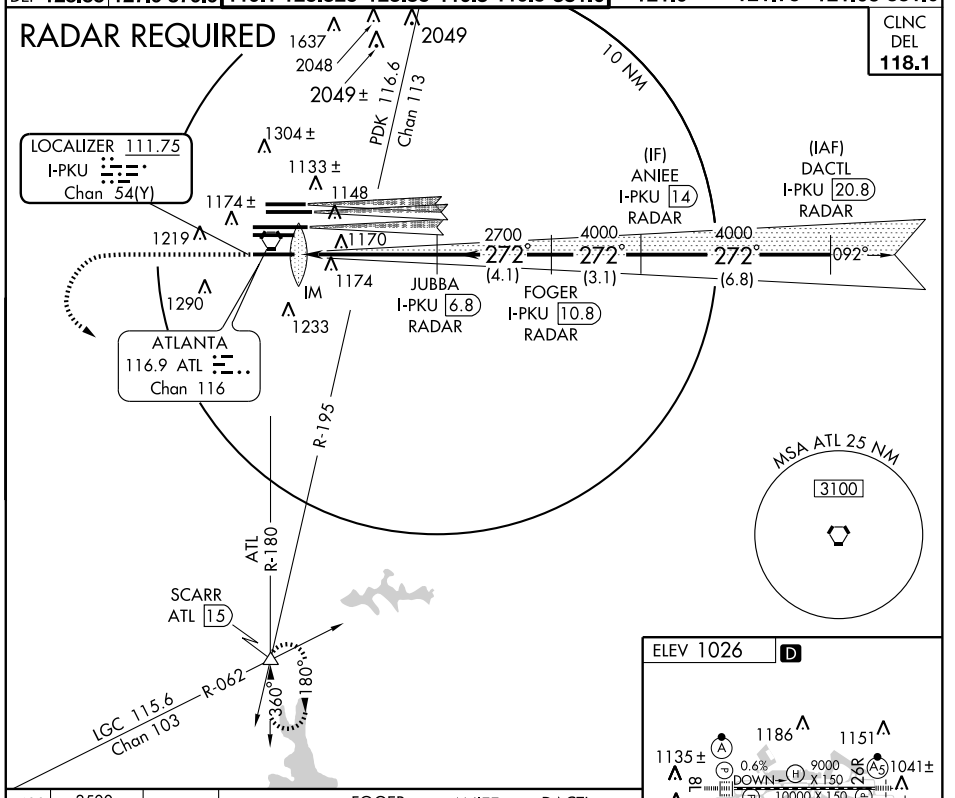
ALSF-2

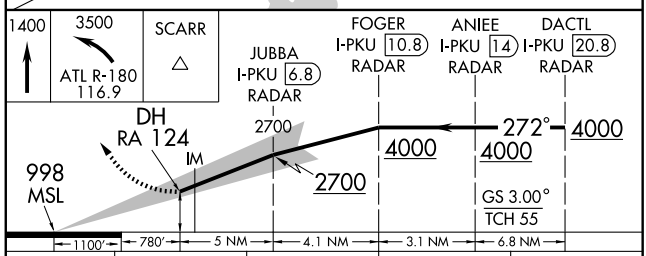
MISSED APPROACH: Climb to 1400 then climbing left turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					GND CON		ALL
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L) 10-28	RWYS
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65 381.6
DEP 125.55										

CLNC DEL 118.1

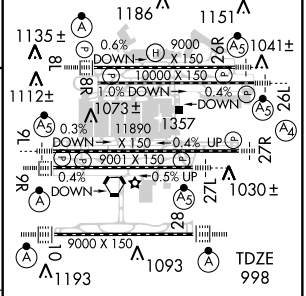
RADAR REQUIRED





CATEGORY	A	B	C	D
S-ILS-28	1098/12		100 RA 124	

ELEV 1026 D

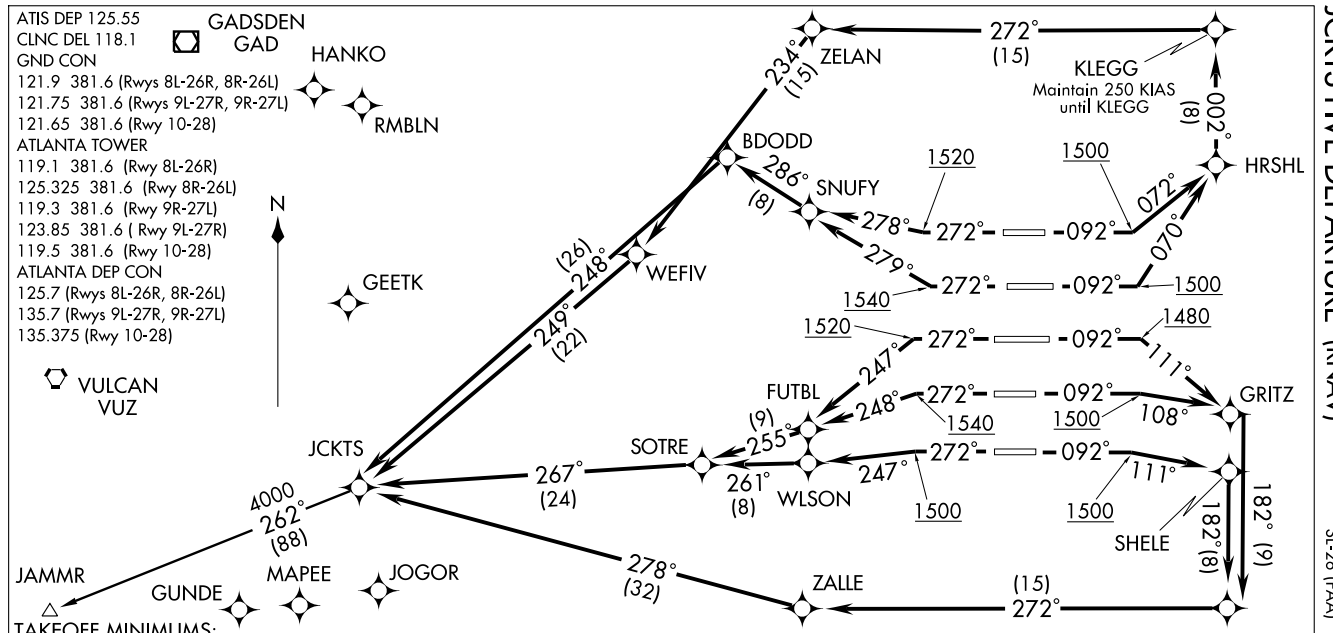


HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-4. 22 OCT 2009 to 19 NOV 2009

JCKTS FIVE DEPARTURE (RNAV)



TAKEOFF MINIMUMS:
Rwy 8R, 300-1 or STANDARD with minimum climb of 247′ per NM to 1200, ATC climb of 500′ per NM to 1500.
Rwy 9L, 300-1¼ or Standard with minimum climb of 234′ per NM to 1200, ATC climb of 500′ per NM to 1480.
Rwy 8L, 9R, 10, 26L, 26R, 27L, 27R, 28:
STANDARD with the following ATC climb rates:
Rwy 8L, 9R, 10, 28:
ATC climb of 500′ per NM to 1500.
Rwy 26L, 27L:
ATC climb of 500′ per NM to 1540.
Rwy 26R, 27R:
ATC climb of 500′ per NM to 1520.

NOTE: Midfield aircraft at ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: DME/DME/IRU or GPS Required
NOTE: For turbojet aircraft only.
NOTE: RADAR Required.
NOTE: RNAV 1.

(Continued on next page)

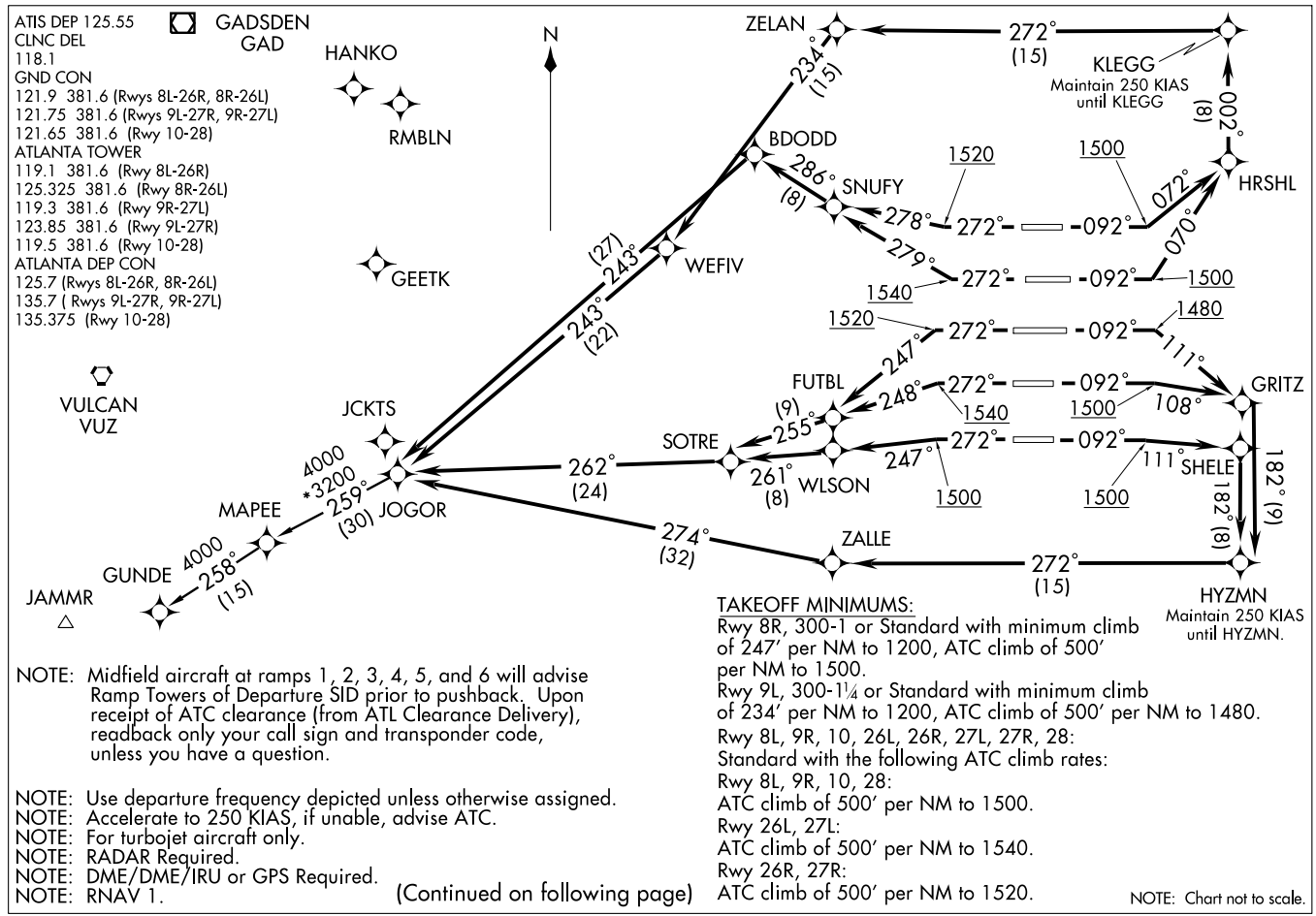
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to JCKTS, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to JCKTS, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to JCKTS, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500 , then on 108° course to GRITZ, then via depicted route to JCKTS, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 10: Climb heading 092°to at or above 1500, then on 111°course to SHELE, then via depicted route to JCKTS, maintain 250 KIAS until HYZMN, thence.....
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to JCKTS, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to JCKTS, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to JCKTS, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to JCKTS, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to JCKTS, thence.....
....maintain 10,000 (or requested altitude if lower), expect clearance to filed altitude ten minutes after departure.

JAMMR TRANSITION (JCKTS5.JAMMR):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.



TAKEOFF MINIMUMS:

Rwy 8R, 300-1 or Standard with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.

Rwy 9L, 300-1¼ or Standard with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.

Rwy 8L, 9R, 10, 26L, 26R, 27L, 27R, 28: Standard with the following ATC climb rates:

Rwy 8L, 9R, 10, 28: ATC climb of 500' per NM to 1500.

Rwy 26L, 27L: ATC climb of 500' per NM to 1540.

Rwy 26R, 27R: ATC climb of 500' per NM to 1520.

NOTE: Midfield aircraft at ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: For turbojet aircraft only.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.

(Continued on following page)

NOTE: Chart not to scale.

(JOGOR3.JOGOR) 09295 JOGOR THREE DEPARTURE (RNAV)

ATLANTA/HARTSFIELD - JACKSON ATLANTA INTL(ATL)
SL-26 (FAA)
ATLANTA, GEORGIA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to JOGOR, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to JOGOR, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to JOGOR, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to JOGOR, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 10: Climb heading 092°to or at above 1500, then on 111° course to SHELE, then via depicted route to JOGOR, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to JOGOR, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to JOGOR, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to JOGOR, thence....

TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to JOGOR, thence....

TAKE-OFF RWY 28: Climb heading 272° to at above 1500, then on 247° course to WLSON, then via depicted route to JOGOR, thence....

....Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude ten minutes after departure.

GUNDE TRANSITION (JOGOR3.GUNDE):

NOTE: Rwy 8L: Multiple trees beginning 930′ from DER, 533′ left of centerline, up to 58′ AGL/1048′ MSL. Bldg 2705′ from DER, 1061′ left of centerline, 72′ AGL/1068′ MSL.

NOTE: Rwy 8R: Antenna on tower 4816′ from DER, 1637′ right of centerline, 153′ AGL/1148′ MSL. Tower 4804′ from DER, 1666′ right of centerline, 148′ AGL/1145′ MSL. Stack on Bldg 1734′ from DER, 945′ left of centerline, 47′ AGL/1043′ MSL.

NOTE: Rwy 9L: Rod on pole 5306′ from DER, 1731′ left of centerline, 187′ AGL/1137′ MSL. Bush 101′ from DER, 453′ left of centerline, 3′ AGL/981′ MSL.

NOTE: Rwy 10: Tower 4223′ from DER, 400′ left of centerline, 216′ AGL/1135′ MSL. Antenna on tower 4240′ from DER, 407′ left of centerline, 217′ AGL/1134′ MSL. Pole 59′ from DER, 467′ right of centerline, 51′ AGL/1016′ MSL. Pole 198′ from DER, 520′ right of centerline, 43′ AGL/1011′ MSL.

NOTE: Rwy 26L: Tree 1370′ from DER, 186′ left of centerline, 53′ AGL/1060′ MSL. Tree 2832′ from DER, 564′ left of centerline, 50′ AGL/1097′ MSL. Rod on Bldg 1249′ from DER, 752′ left of centerline, 52′ AGL/1059′ MSL. Bldg 1138′ from DER, 636′ left of centerline, 43′ AGL/1057′ MSL.

NOTE: Rwy 26R: Multiple trees beginning 1786′ from DER, 110′ right of centerline, up to 83′ AGL/ 1135′ MSL. Multiple trees beginning 1988′ from DER, 143′ left of centerline, up to 100′ AGL/ 1112′ MSL. Pole 3196′ from DER, 997′ right of centerline, 49′ AGL/1101′ MSL. Antenna on tower 3382′ from DER, 1024′ right of centerline, 76′ AGL/1128′ MSL. Antenna 3814′ from DER, 1069′ right of centerline, 69′ AGL/1121′MSL.

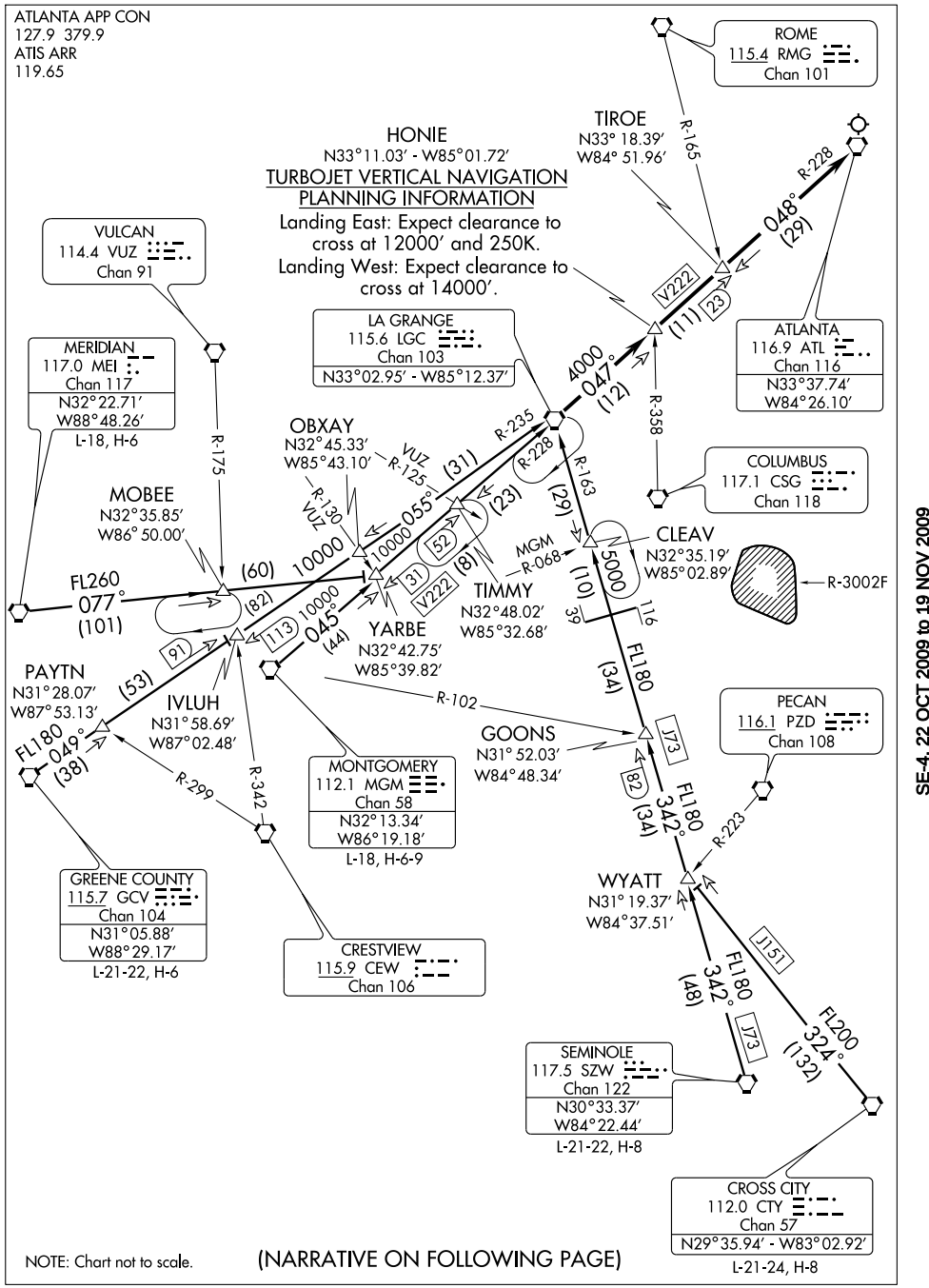
NOTE: Rwy 27L: Hopper 3936′ from DER, 1255′ right of centerline, 96′ AGL/1131′ MSL.

NOTE: Rwy 27R: Tree 4396′ from DER, 1005′ right of centerline, 92′ AGL/1137′ MSL. Antenna on hopper 3568′ from DER, 862′ right of centerline, 68′ AGL/1113′ MSL. Light pole 1012′ from DER, 729′ right of centerline, 28′ AGL/1046′ MSL. Multiple hoppers beginning 3680′ from DER, 201′ right of centerline up to 96′ AGL/1131′ MSL. Elevator 4001′ from DER, 207′ right of centerline 103′ AGL/1125′ MSL.

NOTE: Rwy 28: Catenary 2001′ from DER, 771′ left of centerline, 60′ AGL/1051′ MSL.

SE-4, 22 OCT 2009 to 19 NOV 2009

LA GRANGE ONE ARRIVAL (LGC.LGC1)



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

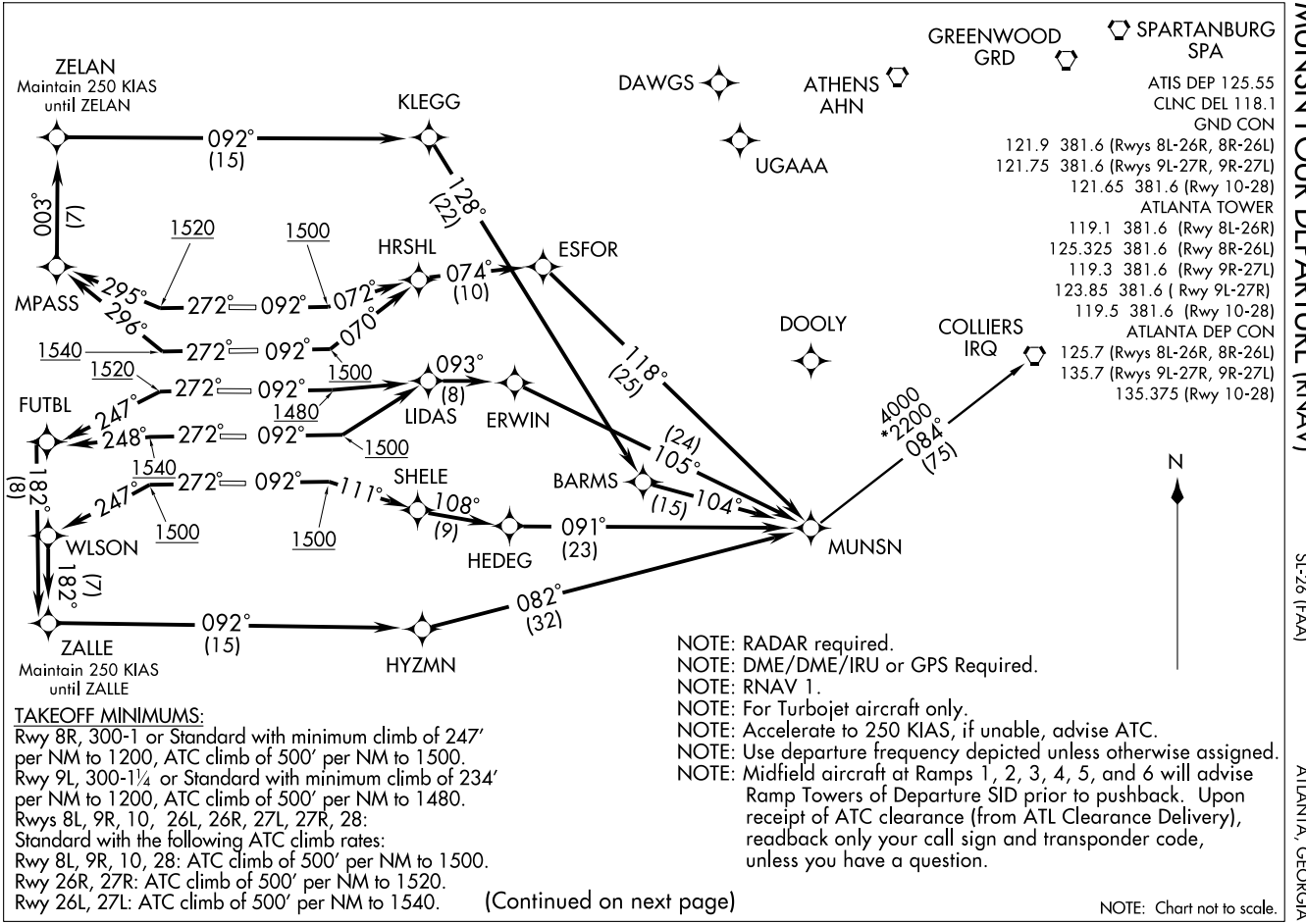
LA GRANGE ONE ARRIVAL (LGC.LGC1)

ARRIVAL DESCRIPTION

CROSS CITY TRANSITION (CTY.LGC1): From over CTY VORTAC via CTY R-324 to WYATT INT, then via SZW R-342 and LGC R-163 to LGC VORTAC. Thence. . . .
GREENE COUNTY TRANSITION (GCV.LGC1): From over GCV VORTAC via GCV R-049 to IVLUH INT, then via LGC R-235 to LGC VORTAC. Thence. . . .
MERIDIAN TRANSITION (MEI.LGC1): From over MEI VORTAC via MEI R-077 to YARBE INT, then via LGC R-228 to LGC VORTAC. Thence. . . .
MONTGOMERY TRANSITION (MGM.LGC1): From over MGM VORTAC via MGM R-045 and LGC R-228 to LGC VORTAC. Thence. . . .
SEMINOLE TRANSITION (SZW.LGC1): From over SZW VORTAC via SZW R-342 and LGC R-163 to LGC VORTAC. Thence. . . .

. . . .From over LGC VORTAC via LGC R-047 to TIROE INT, then via ATL R-228 to ATL VORTAC, MEA 4000 FEET. Expect radar vectors to final approach course after TIROE INT.

SE-4, 22 OCT 2009 to 19 NOV 2009



(MUNSN4.MUNSN) 09295

MUNSN FOUR DEPARTURE (RNAV)

ATLANTA/HARTSFIELD - JACKSON ATLANTA INTL (ATL)

SL-26 (FAA)

ATLANTA, GEORGIA

ATIS DEP 125.55
CLNC DEL 118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
135.7 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: For Turbojet aircraft only.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

TAKEOFF MINIMUMS:
Rwy 8R, 300-1 or Standard with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.
Rwy 9L, 300-1¼ or Standard with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.
Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28:
Standard with the following ATC climb rates:
Rwy 8L, 9R, 10, 28: ATC climb of 500' per NM to 1500.
Rwy 26R, 27R: ATC climb of 500' per NM to 1520.
Rwy 26L, 27L: ATC climb of 500' per NM to 1540.

(Continued on next page)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to MUNSN, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to MUNSN, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to MUNSN, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to MUNSN, thence....
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to MUNSN, thence ....
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to MUNSN, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to MUNSN, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to MUNSN, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to MUNSN, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to MUNSN, maintain 250 KIAS until ZALLE, thence....

....maintain 10,000 (or requested altitude if lower), expect clearance to filed altitude ten minutes after departure.

COLLIERS TRANSITION (MUNSN4.IRQ):

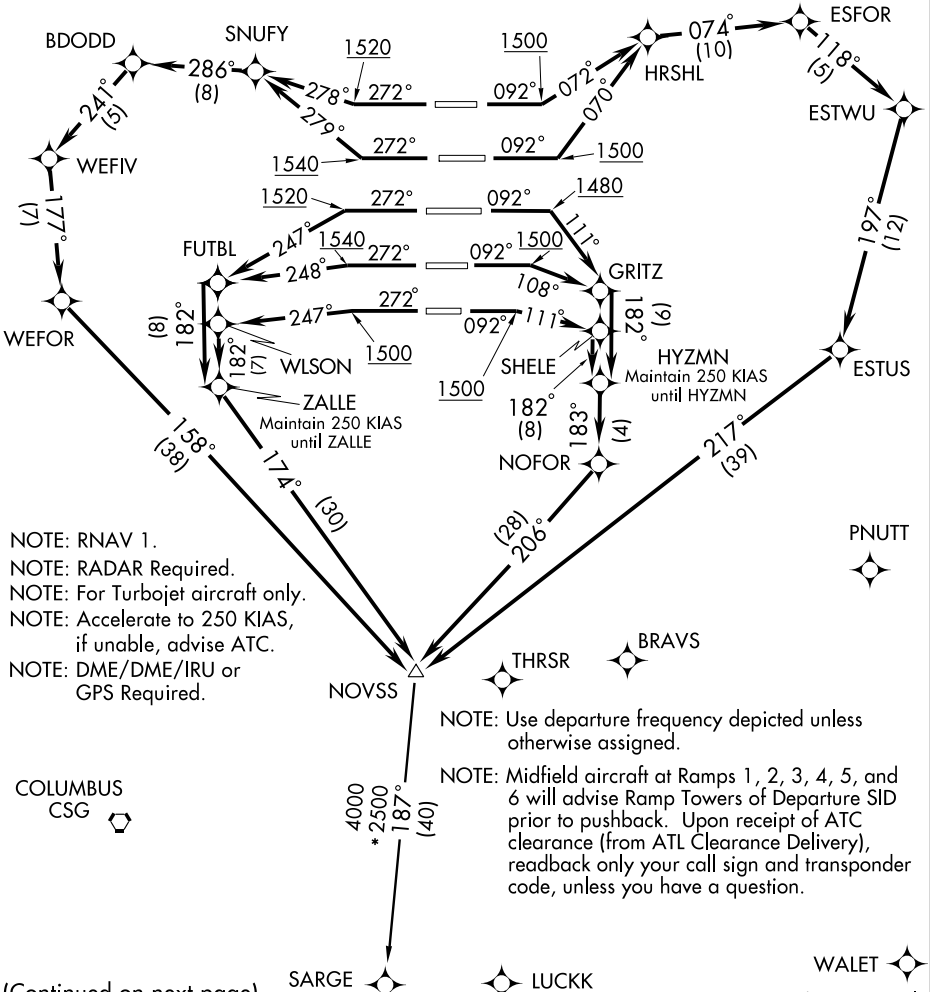
NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134'. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL /1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

SE-4, 22 OCT 2009 to 19 NOV 2009

NOVSS THREE DEPARTURE (RNAV)

ATIS DEP 125.55
CLNC DEL 118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
135.7 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)

TAKEOFF MINIMUMS:
Rwy 8R, 300-1 or standard with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.
Rwy 9L, 300-1¼ or standard with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.
Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28: Standard with the following ATC climb rates:
Rwy 8L, 9R, 10, 28: ATC climb of 500' per NM to 1500.
Rwy 26R, 27R: ATC climb of 500' per NM to 1520.
Rwy 26L, 27L: ATC climb of 500' per NM to 1540.



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: For Turbojet aircraft only.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: DME/DME/IRU or GPS Required.

NOTE: Use departure frequency depicted unless otherwise assigned.

NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

(Continued on next page)

NOTE: Chart not to scale

SE-4, 22 OCT 2009 to 19 NOV 2009

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to NOVSS, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to NOVSS, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to NOVSS, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to NOVSS, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to NOVSS, maintain 250 KIAS until HYZMN, thence...
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to NOVSS, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to NOVSS, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to NOVSS, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to NOVSS, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to NOVSS, maintain 250 KIAS until ZALLE, thence...

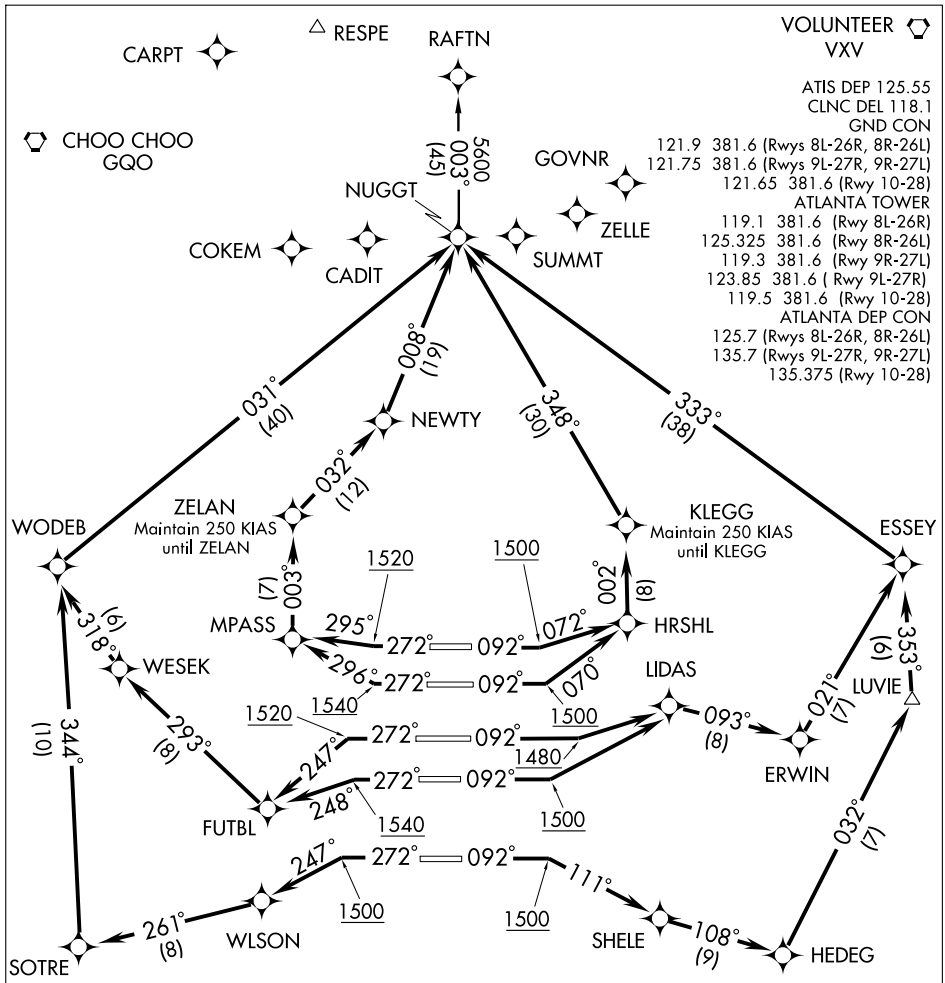
.... Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude ten minutes after departure.

SARGE TRANSITION (NOVSS3.SARGE):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL /1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL /1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

NUGGT FOUR DEPARTURE (RNAV)

SL-26 (FAA) ATLANTA, GEORGIA



NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

NOTE: Use departure frequency depicted unless otherwise assigned.

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

NOTE: DME/DME/IRU or GPS Required.

NOTE: For Turbojet aircraft only.

NOTE: RADAR Required.

NOTE: RNAV 1.

TAKEOFF MINIMUMS:

Rwy 8R: 300-1 or STANDARD with minimum climb of 247′ per NM to 1200, ATC climb of 500′ per NM to 1500.

Rwy 9L: 300-1¼ or STANDARD with minimum climb of 234′ per NM to 1200, ATC climb of 500′ per NM to 1480.

Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28: STANDARD with the following ATC climb rates:

Rwy 8L, 9R, 10, 28: ATC climb of 500′ per NM to 1500.

Rwy 26L, 27L: ATC climb of 500′ per NM to 1540.

Rwy 26R, 27R: ATC climb of 500′ per NM to 1520.

(Continued on next page)

NOTE: Chart not to scale

SE-4, 22 OCT 2009 to 19 NOV 2009

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to NUGGT, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to NUGGT, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to NUGGT, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to NUGGT, thence....
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to NUGGT, thence....
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to NUGGT, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to NUGGT, maintain 250 KIAS to ZELAN, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to NUGGT, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to NUGGT, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to NUGGT, thence....

....Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude 10 minutes after departure.

RAFTN TRANSITION (NUGGT4.RAFTN):

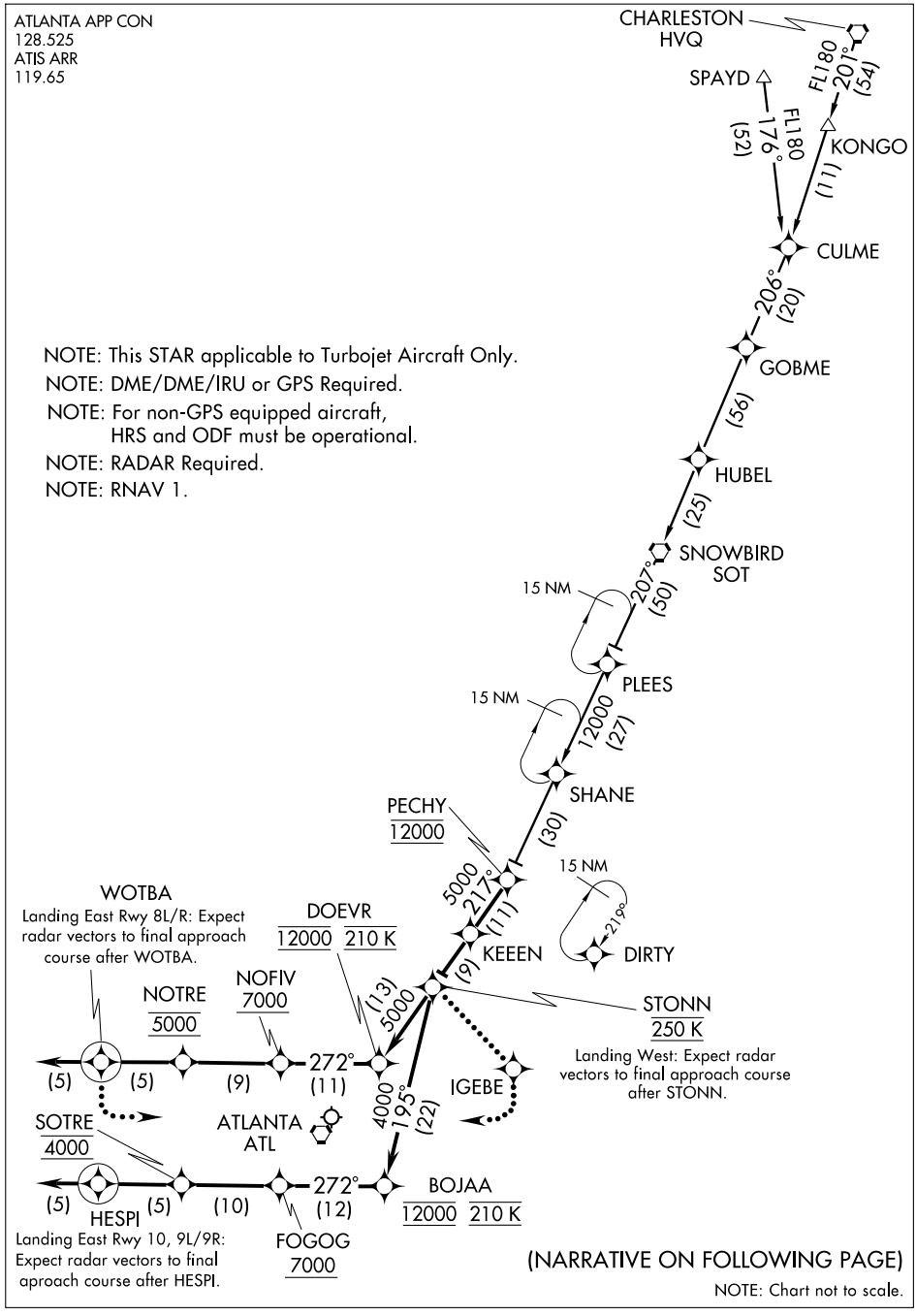
NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL /1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

SE-4, 22 OCT 2009 to 19 NOV 2009

(PECHY.PECHY3) 08045 ST-26 (FAA)

PECHY THREE ARRIVAL (RNAV)

HARTSFIELD-JACKSON ATLANTA INTL
ATLANTA, GEORGIA



NOTE: This STAR applicable to Turbojet Aircraft Only.

NOTE: DME/DME/IRU or GPS Required.

NOTE: For non-GPS equipped aircraft, HRS and ODF must be operational.

NOTE: RADAR Required.

NOTE: RNAV 1.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-4, 22 OCT 2009 to 19 NOV 2009

ARRIVAL DESCRIPTION

CHARLESTON TRANSITION (HVQ.PECHY3):
SPAYD TRANSITION (SPAYD.PECHY3):

From PECHY via 217° track to KEEEN, then via 217° track to STONN, thence via assigned runway transition.

Landing East Rwy 8L/R: From over STONN via 217° track to DOEVR, then via 272° track to NOFIV, then via 272° track to NOTRE, then via 272° track to WOTBA, then via 272° heading. Expect radar vectors.

Landing East Rwy 10, 9L/9R: From over STONN via 195° track to BOJAA, then via 272° track to FOGOG, then via 272° track to SOTRE, then via 272° track to HESPI, then via 272° heading. Expect radar vectors.

Landing West Rwy 26L/R, 27L/R, 28: From over STONN via 217° track to DOEVR, then via 272° track to NOFIV, then via 272° track to NOTRE, then via 272° track to WOTBA, then via 272° heading. Expect radar vectors to final approach course after STONN.

LOST COMMUNICATIONS:

EAST OPERATIONS: At WOTBA fly heading 180°, maintain 5,000; intercept and execute ILS or LOC RWY 8L approach. If unable, proceed to ATL VORTAC and hold, maintain 5,000.

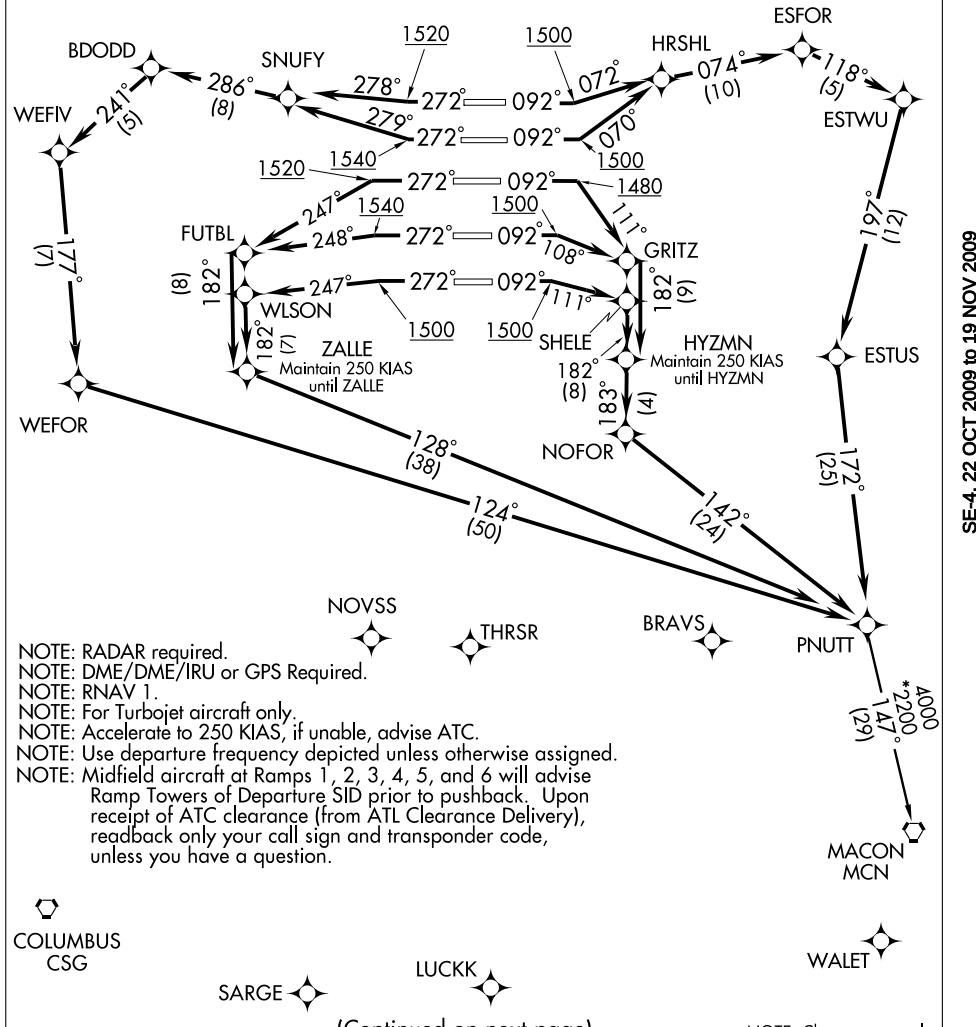
WEST OPERATIONS: At STONN track to IGEBE, fly heading 180°, maintain 5,000; intercept and execute ILS or LOC RWY 26R approach. If unable, proceed to ATL VORTAC and hold, maintain 5,000.

SE-4, 22 OCT 2009 to 19 NOV 2009

PNUTT FIVE DEPARTURE (RNAV)

ATIS DEP 125.55
CLNC DEL 118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
135.7 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)

TAKEOFF MINIMUMS:
Rwy 8R, 300-1 or Standard with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.
Rwy 9L, 300-1¼ or Standard with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.
Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28 Standard with the following ATC climb rates:
Rwy 8L, 9R, 10, 28: ATC climb of 500' per NM to 1500.
Rwy 26R, 27R: ATC climb of 500' per NM to 1520.
Rwy 26L, 27L: ATC climb of 500' per NM to 1540.



NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: For Turbojet aircraft only.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

(Continued on next page)

NOTE: Chart not to scale

SE-4, 22 OCT 2009 to 19 NOV 2009

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to PNUTT, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to PNUTT, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to PNUTT, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to PNUTT, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to PNUTT, maintain 250 KIAS until HYZMN, thence...
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to PNUTT, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to PNUTT, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to PNUTT, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to PNUTT, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to PNUTT, maintain 250 KIAS until ZALLE, thence...

.... Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude ten minutes after departure.

MACON TRANSITION (PNUTT5.MCN):

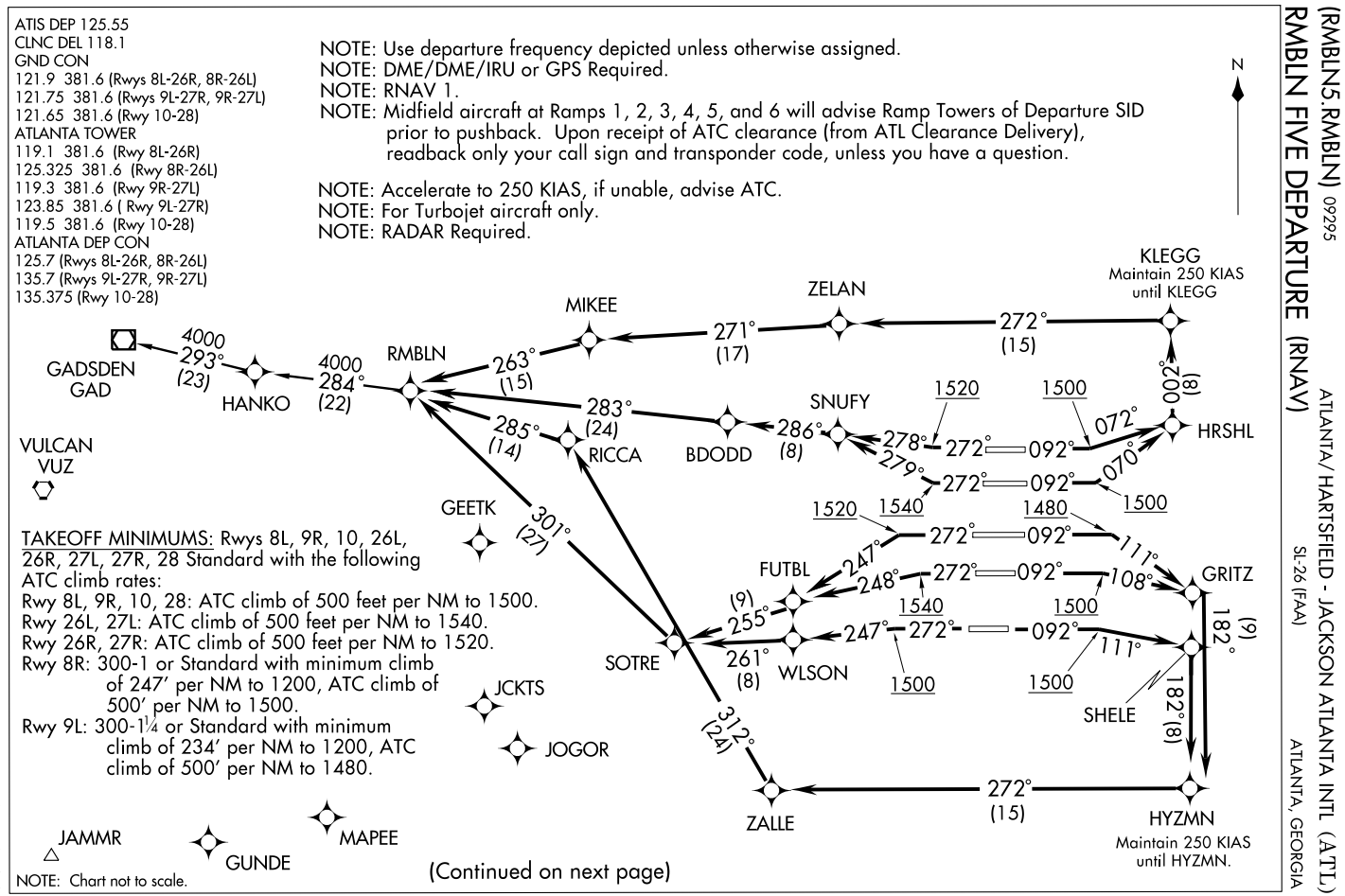
NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134'. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

SE-4, 22 OCT 2009 to 19 NOV 2009

ATIS DEP 125.55
CLNC DEL 118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
135.7 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)

NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: For Turbojet aircraft only.
NOTE: RADAR Required.



TAKEOFF MINIMUMS: Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28 Standard with the following ATC climb rates:
Rwy 8L, 9R, 10, 28: ATC climb of 500 feet per NM to 1500.
Rwy 26L, 27L: ATC climb of 500 feet per NM to 1540.
Rwy 26R, 27R: ATC climb of 500 feet per NM to 1520.
Rwy 8R: 300-1 or Standard with minimum climb of 247′ per NM to 1200, ATC climb of 500′ per NM to 1500.
Rwy 9L: 300-1¼ or Standard with minimum climb of 234′ per NM to 1200, ATC climb of 500′ per NM to 1480.

NOTE: Chart not to scale.

(Continued on next page)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to RMBLN, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to RMBLN, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to RMBLN, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to RMBLN, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to RMBLN, maintain 250 KIAS until HYZMN, thence ....
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to RMBLN, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to RMBLN, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to RMBLN, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to RMBLN, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to RMBLN, thence....

....maintain 10,000 (or requested altitude if lower), expect clearance to filed altitude ten minutes after departure.

GADSDEN TRANSITION (RMBLN5.GAD):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134'. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS		
CH **99300**	**092°**	Rwy Idg	**8800**
W08B		TDZE	**1015**
		Apt Elev	**1026**

RNAV (GPS) Y RWY 8L

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

For uncompensated Baro-VNAV Systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

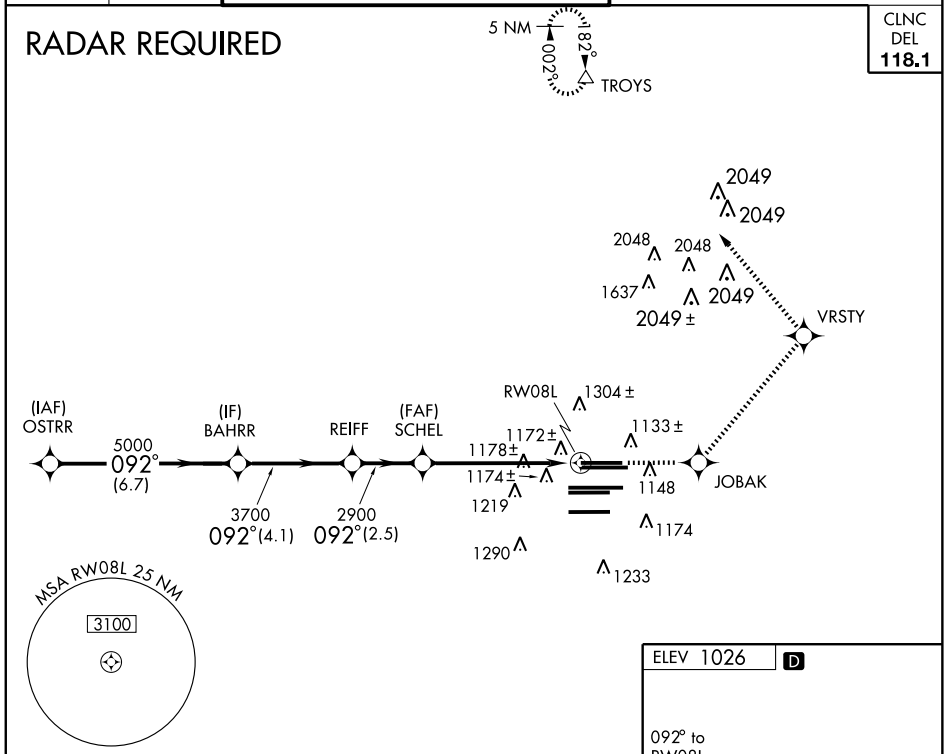
ALSF-2

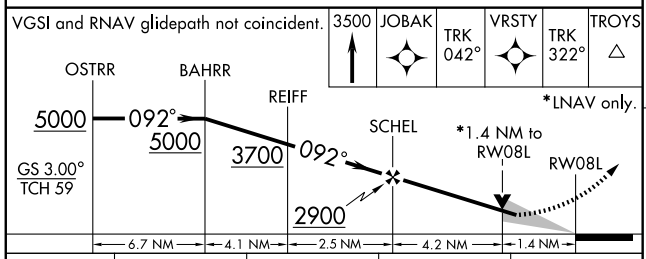
MISSED APPROACH: Climb to 3500 direct JOBAK and via 042° track to VRSTY and 322° track to TROYS and hold.

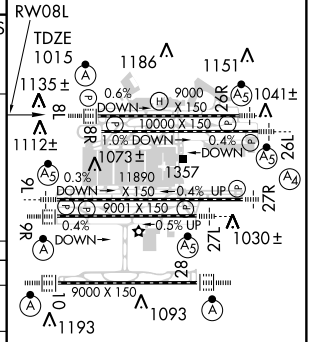
ATIS	ATLANTA	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR **119.65**	APP CON										
DEP **125.55**	**127.9 379.9**	**119.1**	**125.325**	**123.85**	**119.3**	**119.5**	**381.6**	**121.9**	**121.75**	**121.65**	**381.6**

CLNC DEL **118.1**

RADAR REQUIRED







CATEGORY	A	B	C	D
LPV DA	1360/40 345 (400-¾)			
LNAV/VNAV DA	1475/50 460 (500-1)			
LNAV MDA	1540/24 525 (600-½)		1540/50 525 (600-1)	1540/60 525 (600-1¼)

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS CH 48800 W08A	APP CRS 092°	Rwy Idg 10000 TDZE 1024 Apt Elev 1026

RNAV (GPS) Y RWY 8R

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

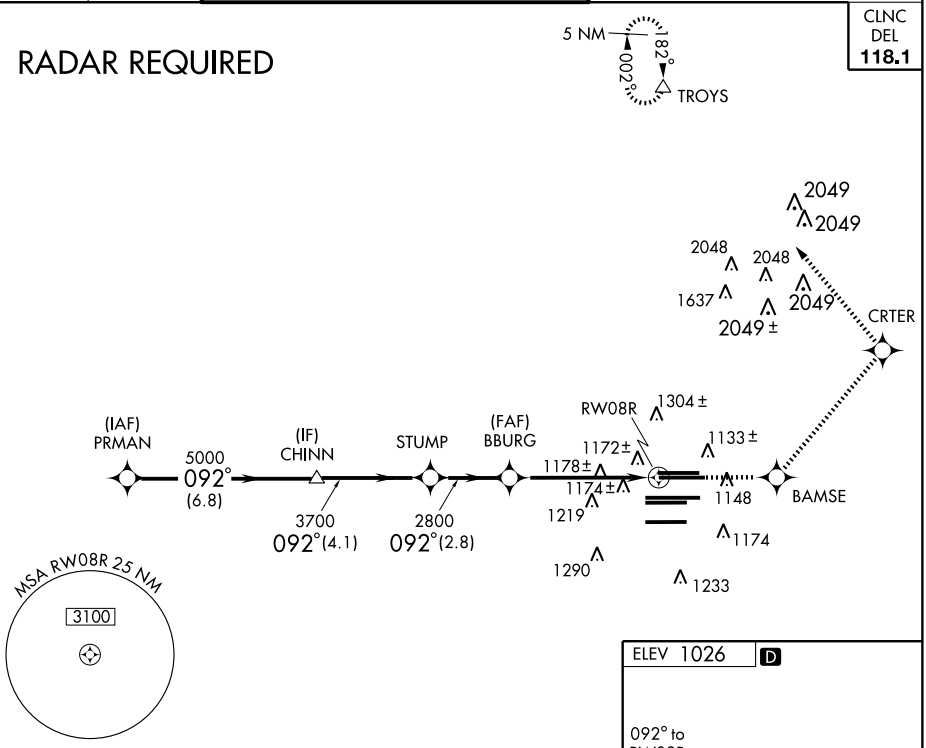
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

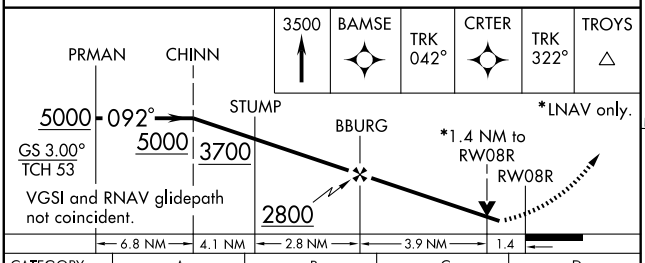
MISSED APPROACH: Climb to 3500 direct BAMSE and via 042° track to CRTER and 322° track to TROYS and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28 ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65										
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5 381.6	121.9	121.75	121.65	381.6

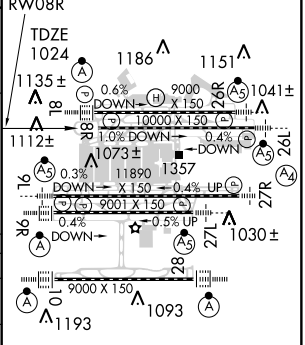
CLNC DEL 118.1

RADAR REQUIRED





CATEGORY	A	B	C	D
LPV DA	1337/50 313 (400-1)			
LNAV/VNAV DA	1526-1¾ 502 (500-1¾)			
LNAV MDA	1540/50 516 (600-1)		1540-1½ 516 (600-1½)	1540-1¾ 516 (600-1¾)



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

WAAS	APP CRS	Rwy Idg	11730
CH 62800	092°	TDZE	1019
W09A		Apt Elev	1026

RNAV (GPS) Y RWY 9L

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

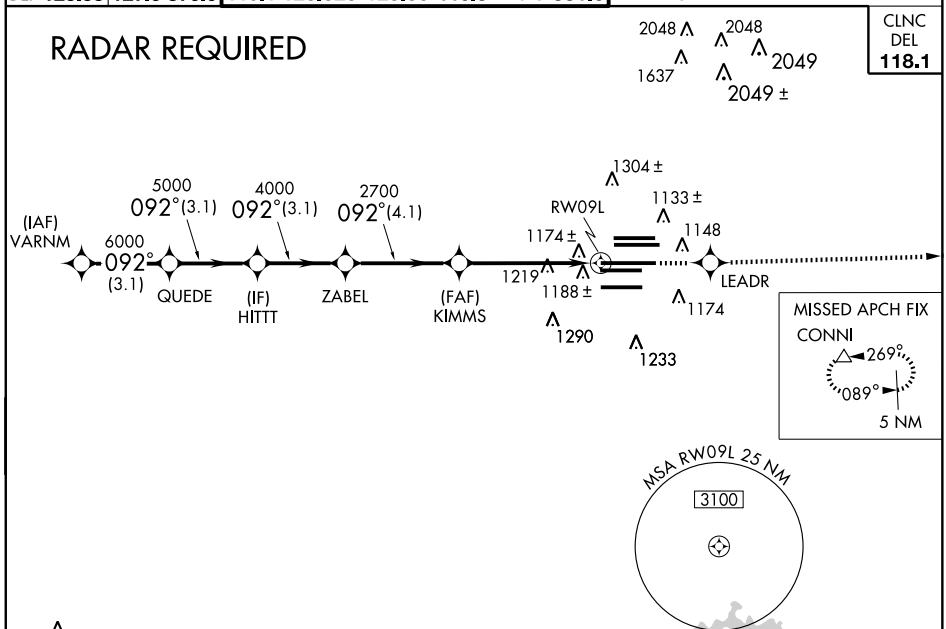
MALSR

MISSED APPROACH: Climb to 4000 direct LEADR and via 089° track to CONNI and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON										
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

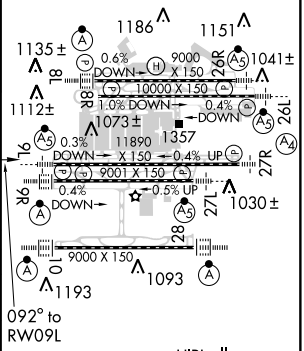
CLNC DEL 118.1

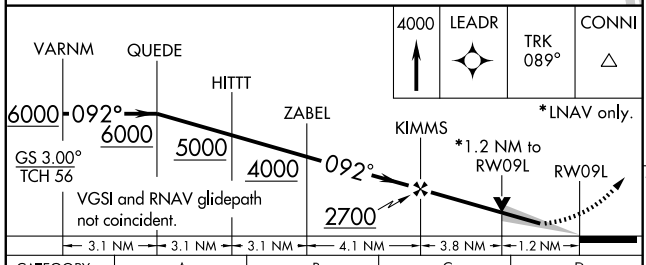
RADAR REQUIRED



ELEV 1026 D

Rwy 9L TDZE 1019'





CATEGORY	A	B	C	D
LPV DA	1219/24 200 (200-½)			
LNAV/VNAV DA	1477/50 458 (500-1)			
LNAV MDA	1480/24 461 (500-½)		1480/40 461 (500-¾)	1480/50 461 (500-1)

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS		
CH 97400	092°	Rwy Idg	9000
W09B		TDZE	1026
		Apt Elev	1026

RNAV (GPS) Y RWY 9R

ATLANTA/HARTSFIELD - JACKSON ATLANTA INTL (ATL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

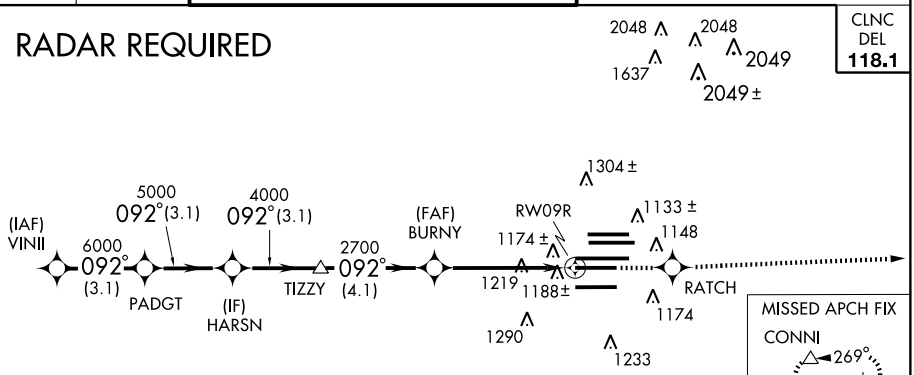
ALSF-2

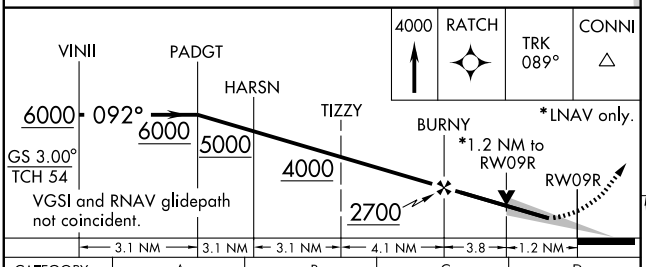
MISSED APPROACH: Climb to 4000 direct RATCH and via 089° track to CONNI and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON										
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

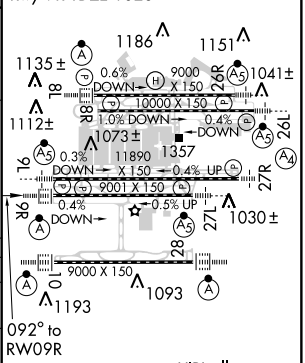
RADAR REQUIRED





CATEGORY	A	B	C	D
LPV DA	1226/24 200 (200-½)			
LNAV/VNAV DA	1475/50 449 (500-1)			
LNAV MDA	1480/24 454 (500-½)		1480/40 454 (500-¾)	1480/50 454 (500-1)

ELEV 1026 D



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS		
CH 40399	092°	Rwy Idg	9000
W10A		TDZE	1000
		Apt Elev	1026

RNAV (GPS) Y RWY 10

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

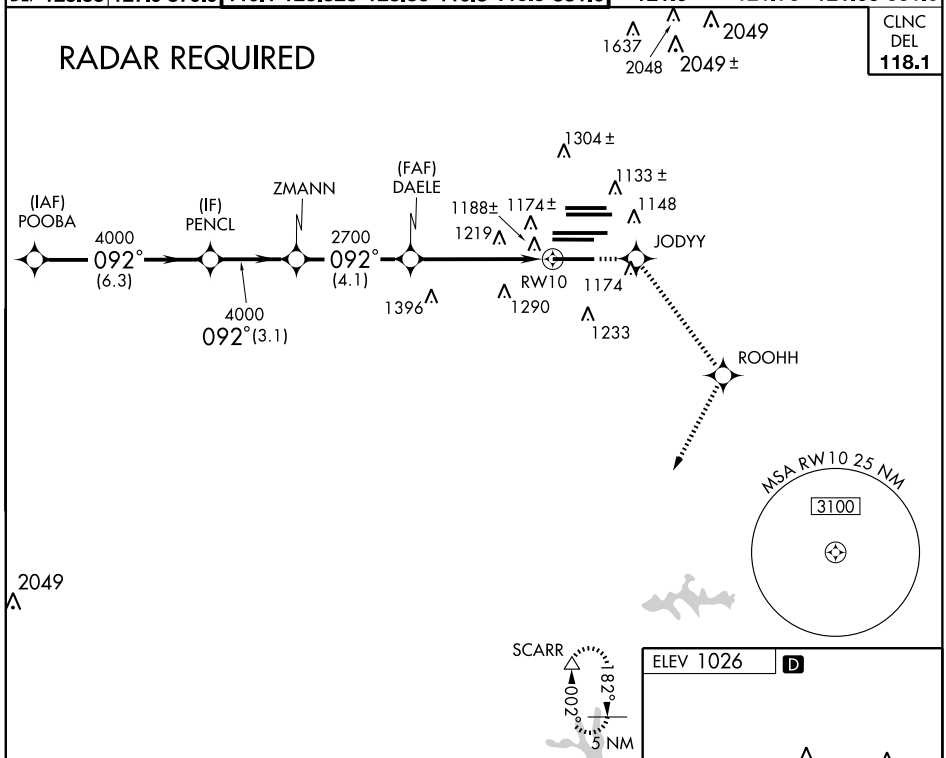
For uncompensated Baro-VNAV Systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). For inoperative ALSF-2, increase LPV visibility to RVR 5000 all Cats. DME/DME RNP-0.3 NA.

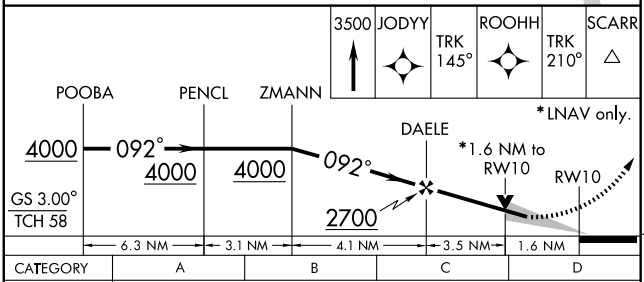
ALSF-2

MISSED APPROACH: Climb to 3500 direct JODYY and via 145° track to ROOHH and 210° track to SCARR and hold.

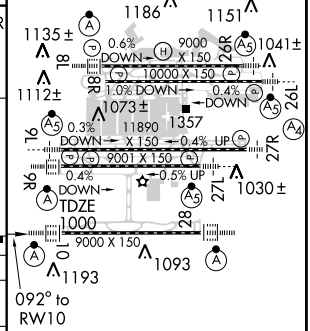
ATIS	ATLANTA	ATLANTA TOWER					GND CON			CLNC DEL
	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS	
ARR 119.65												
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6	118.1

RADAR REQUIRED





CATEGORY	A	B	C	D
LPV DA	1326/24	326 (300-½)		
LNAV/ VNAV DA	1481/60	481 (500-1¼)		
LNAV MDA	1560/24	560 (600-½)	1560/50 560 (600-1)	1560/60 560 (600-1¼)



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	10000
CH 56300	272°	TDZE	995
W26A		Apt Elev	1026

RNAV (GPS) Y RWY 26L

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

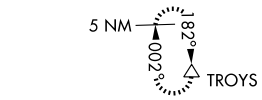
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 46° C (114° F). DME/DME RNP-0.3 NA.

MALSR

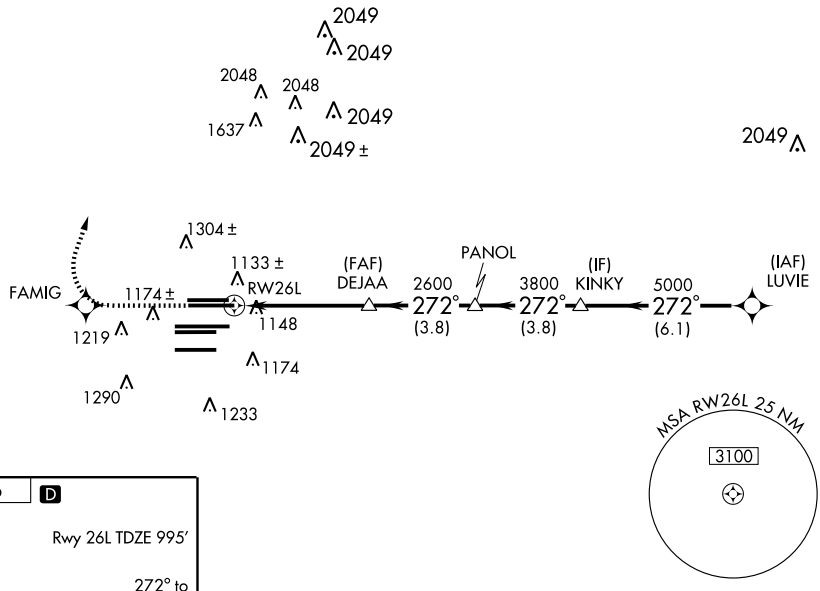
MISSED APPROACH: Climb to 3500 direct FAMIG and right turn via 017° track to TROYS and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			
	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65											
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

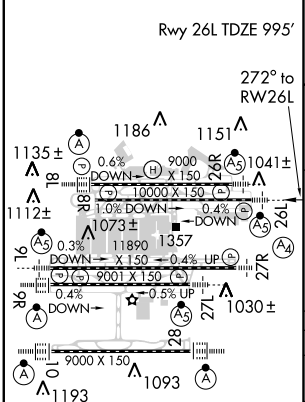
CLNC DEL 118.1

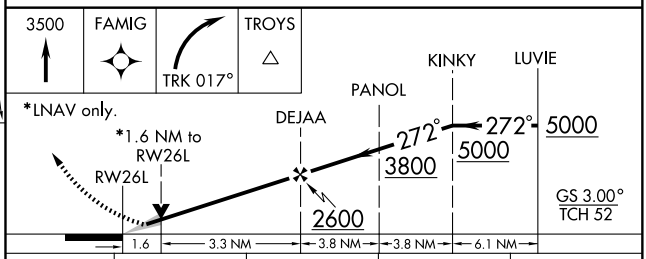


RADAR REQUIRED



ELEV 1026 D





CATEGORY	A	B	C	D
LPV DA	1331/40 336 (400-¾)			
LNAV/VNAV DA	1459/50 464 (500-1)			
LNAV MDA	1540/24 545 (600-½)		1540/50 545 (600-1)	1540/60 545 (600-1¼)

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	8800
CH 61000	272°	TDZE	990
W26B		Apt Elev	1026

RNAV (GPS) Y RWY 26R

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

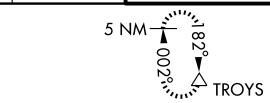
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

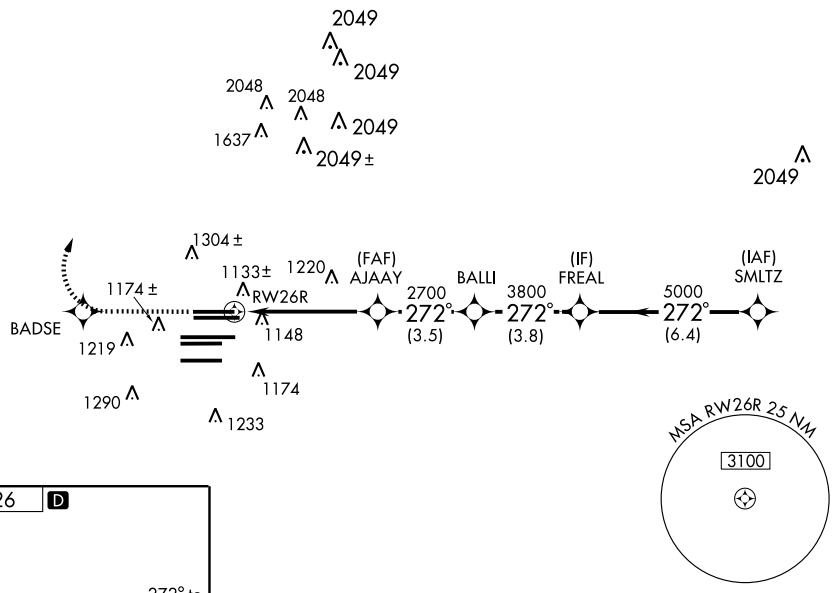
MISSED APPROACH: Climb to 3500 direct BADSE and right turn via 019° track to TROYS and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON										
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

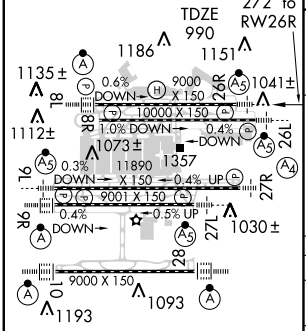
CLNC DEL 118.1



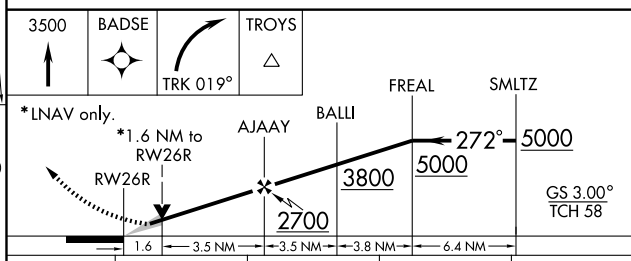
RADAR REQUIRED



ELEV 1026 D



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28



CATEGORY	A	B	C	D
LPV DA	1361/40 371 (400-¾)			
LNAV/ VNAV DA	1435/50 445 (500-1)			
LNAV MDA	1560/24 570 (600-½)		1560/50 570 (600-1)	1560/60 570 (600-1¼)

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS		
CH 65700	272°	Rwy Idg	8865
W27A		TDZE	999
		Apt Elev	1026

RNAV (GPS) Y RWY 27L

ATLANTA/HARTSFIELD - JACKSON ATLANTA INTL (ATL)

For inoperative MALSR, increase LNAV/VNAV visibility to 1¾ mile all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

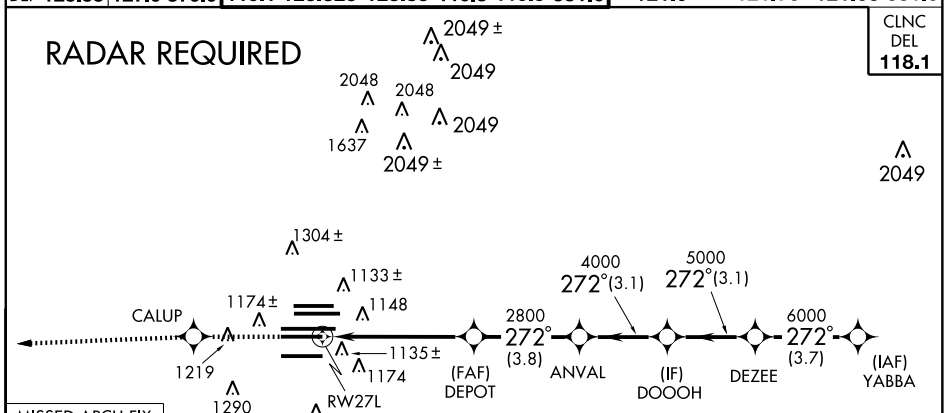
MALSR

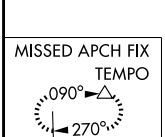
MISSED APPROACH: Climb to 4000 direct CALUP and via 269° track to TEMPO and hold.

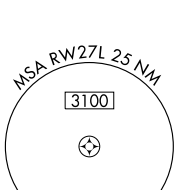
ATIS	ATLANTA	ATLANTA TOWER					GND CON			
	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65											
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

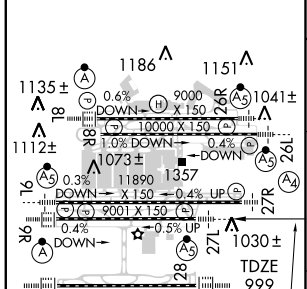
RADAR REQUIRED



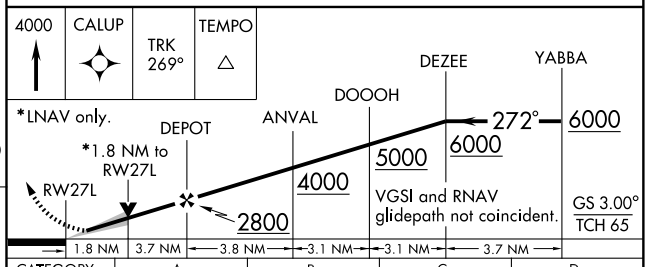




ELEV 1026 D



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28



CATEGORY	A	B	C	D
LPV DA	1199/24 200 (200-½)			
LNAV/VNAV DA	1489/60 490 (500-1¼)			
LNAV MDA	1620/24 621 (600-½)		1620/60 621 (600-1¼)	1620-1½ 621 (600-1½)

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	11690
CH 70400	272°	TDZE	985
W27B		Apt Elev	1026

RNAV (GPS) Y RWY 27R

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

Inoperative table does not apply to LPV, LNAV/VNAV and LNAV Cat C and D. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

MALS (A4)

MISSED APPROACH: Climb to 4000 direct ROTLE and via 269° track to TEMPO and hold.

ATIS	ATLANTA	ATLANTA TOWER					ATLANTA GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55	127.9 379.9										

CLNC DEL 118.1

RADAR REQUIRED

2048 2048 2049 1637 2049± 2049

1304± 1133± 1174± 1148 1174 1170 1219 1290 1233

ROTLE RW27R

2700 272°(4.1) (FAF) LIAMS

4000 272°(3.1) HOKIE

5000 272°(3.1) (IF) HOYYT

6000 272°(3.1) HATHH

(IAF) HRLES

MISSED APCH FIX

TEMPO 090° 270° 4 NM

MSA RW27R 25 NM 3100

ELEV 1026 D

1186 1151 1135± 1041± 1112± 1073± 1357 1193 1093 1030± TDZE 985

0.6% DOWN 9000 X 150 10000 X 150 1.0% DOWN 0.4% DOWN 0.3% DOWN 11890 X 150 0.4% UP 9001 X 150 0.4% DOWN 0.5% UP 9000 X 150

18 36 26R 26L 16 34 27R 27L 28 10

272° to RW27R

HIRL all runways

TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

4000 ROTLE 269° TRK TEMPO

*LNAV only. *1.6 NM to RW27R

RW27R LIAMS HOKIE HOYYT HATHH HRLES

2700 4000 5000 272° 6000 272° 6000

GS 3.00° TCH 56

VGSI and RNAV glidepath not coincident.

1.6 NM 3.6 NM 4.1 NM 3.1 NM 3.1 NM 3.1 NM

CATEGORY	A	B	C	D
LPV DA	1185/40 200 (200-¾)			
LNAV/VNAV DA	1464-1¾ 479 (500-1¾)			
LNAV MDA	1560/40 575 (600-¾)		1560-1½ 575 (600-1½)	1560-1¾ 575 (600-1¾)

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	9000
CH 61299	272°	TDZE	998
W28A		Apt Elev	1026

RNAV (GPS) Y RWY 28

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

For inoperative ALSF-2, increase LNAV/VNAV visibility to 1¾ mile all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

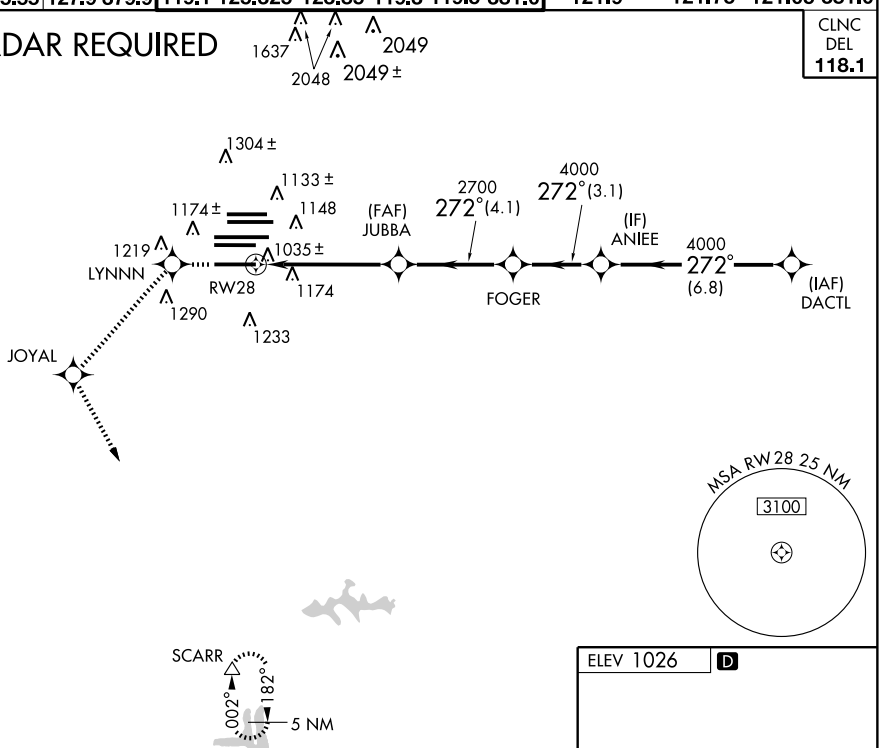
ALSF-2

MISSED APPROACH: Climb to 3500 direct LYNNN and via 224° track to JOYAL and 154° track to SCARR and hold.

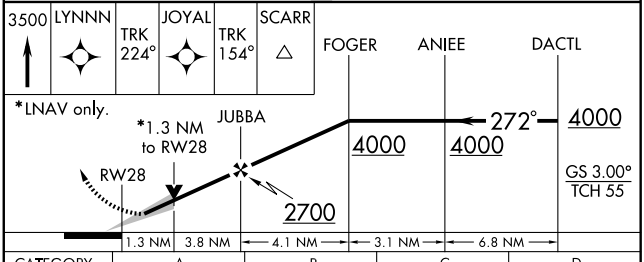
ATIS	ATLANTA	ATLANTA TOWER						GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55	127.9 379.9										

RADAR REQUIRED

CLNC DEL 118.1

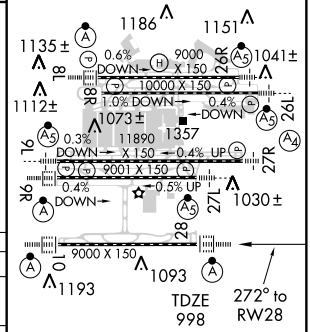


3500	LYNNN	TRK 224°	JOYAL	TRK 154°	SCARR	FOGER	ANIEE	DACTL



CATEGORY	A	B	C	D
LPV DA	1248/24 250 (300-½)			
LNAV/ VNAV DA	1488/60 490 (500-1¼)			
LNAV MDA	1460/24 462 (500-½)		1460/40 462 (500-¾)	1460/50 462 (500-1)

ELEV 1026 D



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	8800
092°	TDZE	1015
	Apt Elev	1026

RNAV (RNP) Z RWY 8L

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

GPS Required. For inoperative ALSF, increase RNP 0.11, 0.15 and RNP 0.30 all Cats visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F). Visibility reduction by helicopters NA.

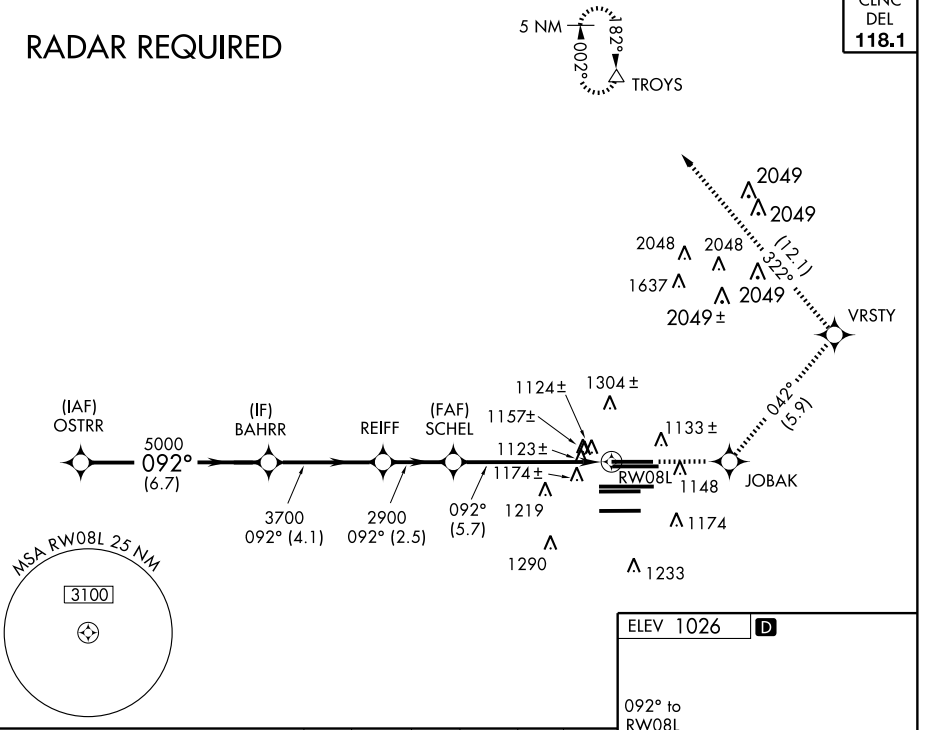
ALSF-2

MISSED APPROACH: Climb to 3500 direct JOBAK and via track 042° to VRSTY and via track 322° to TROYS and hold.

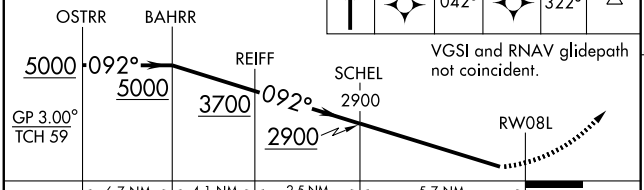
ATIS	ATLANTA	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON										
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

RADAR REQUIRED



3500	JOBAK	trk 042°	VRSTY	trk 322°	TROYS

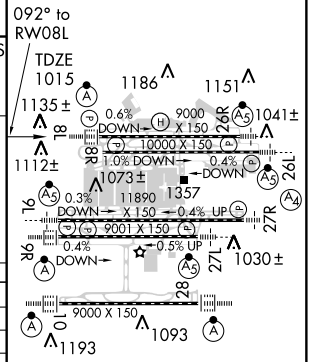


VGSI and RNAV glidepath not coincident.

CATEGORY	A	B	C	D
RNP 0.11 DA	1424/45	409 (400-⅞)		
RNP 0.15 DA	1432/45	417 (500-⅞)		
RNP 0.30 DA	1475/50	460 (500-1)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ELEV 1026 D



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	10000
092°	TDZE	1024
	Apt Elev	1026

RNAV (RNP) Z RWY 8R

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

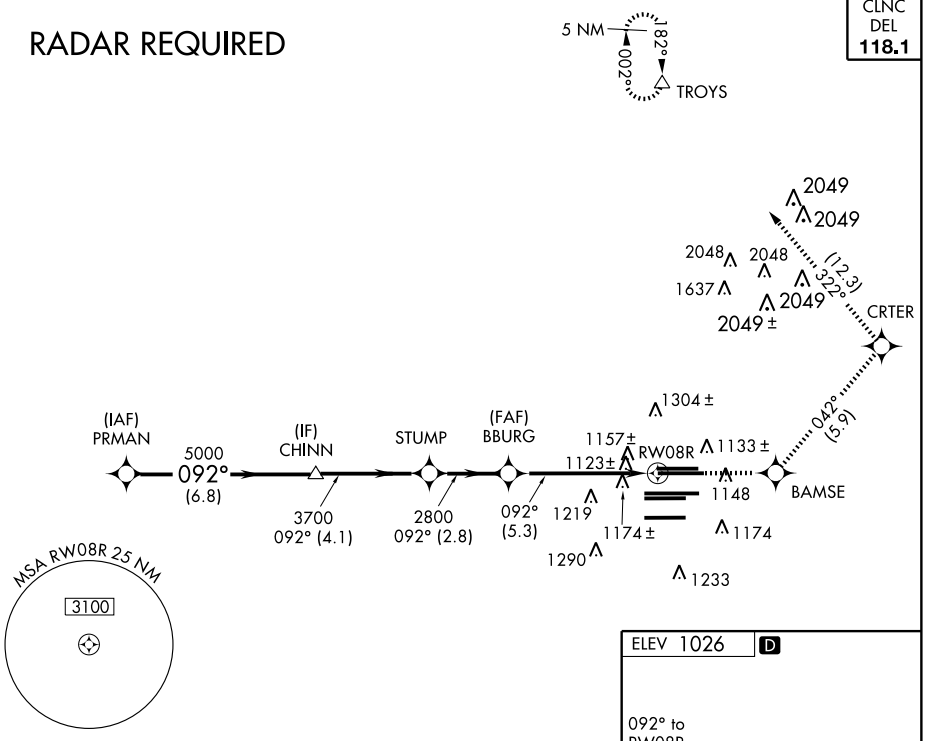
GPS Required.
For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F).

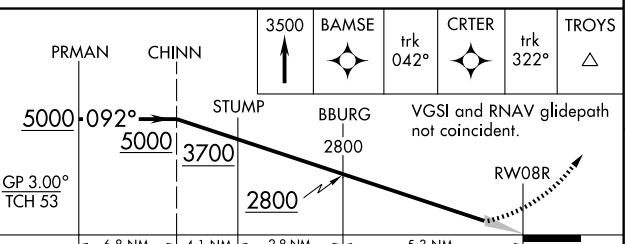
MISSED APPROACH: Climb to 3500 direct BAMSE and via track 042° to CRTER and via track 322° to TROYS and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON										
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

RADAR REQUIRED



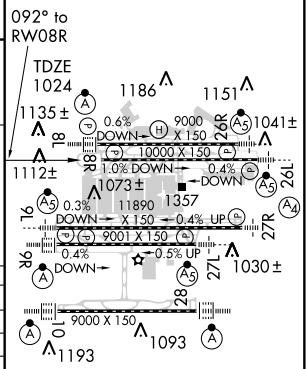


VGSI and RNAV glidepath not coincident.

CATEGORY	A	B	C	D
RNP 0.11 DA	1412/60	388 (400-1¼)		
RNP 0.15 DA	1419/60	395 (400-1¼)		
RNP 0.30 DA	1474-1½	450 (500-1½)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ELEV 1026 D



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	11730
092°	TDZE	1019
	Apt Elev	1026

RNAV (RNP) Z RWY 9L

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

GPS Required. For inoperative MALSR, increase RNP 0.11 all Cats visibility to RVR 6000, RNP 0.15 and RNP 0.30 all Cats visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F).

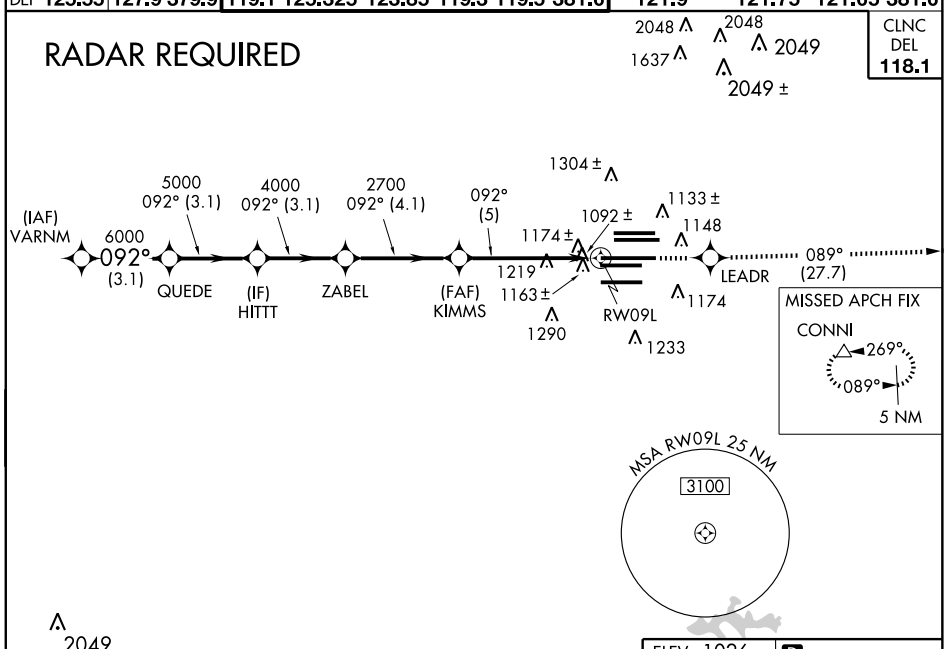
MALSR

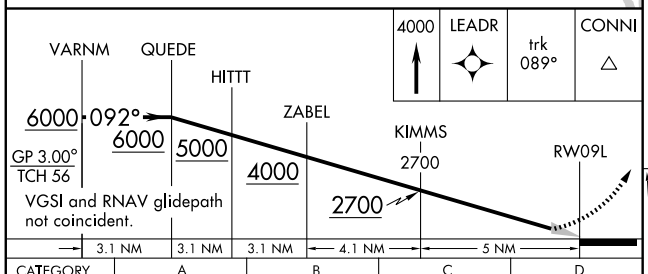
MISSED APPROACH: Climb to 4000 direct LEADR and via track 089° to CONNI and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			
	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65											
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

RADAR REQUIRED

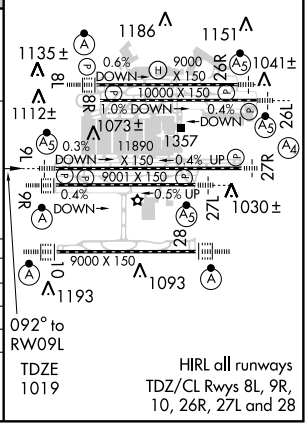
CLNC DEL 118.1





CATEGORY	A	B	C	D
RNP 0.11 DA	1375/40	356 (400-¾)		
RNP 0.15 DA	1425/45	406 (400-⅞)		
RNP 0.30 DA	1481/60	462 (500-1¼)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	9000
092°	TDZE	1026
	Apt Elev	1026

RNAV (RNP) Z RWY 9R

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

GPS Required. For inoperative ALSF, increase RNP 0.11 all Cats visibility to RVR 6000, RNP 0.15 and RNP 0.30 all Cats visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F).

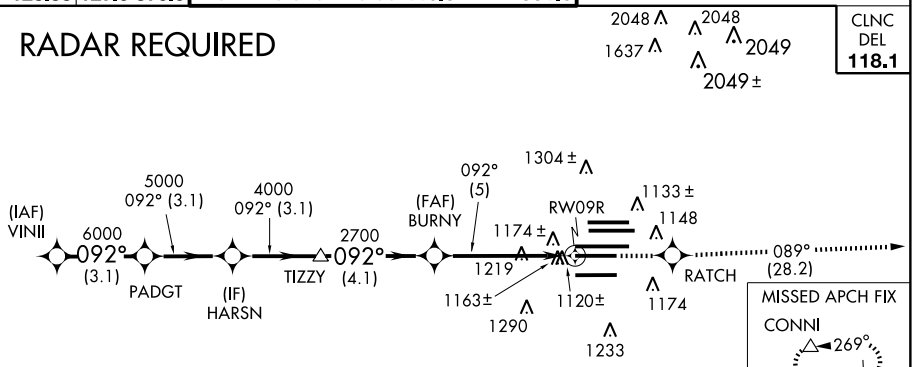
ALSF-2

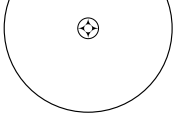
MISSED APPROACH: Climb to 4000 direct RATCH and via track 089° to CONNI and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			
	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65											
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

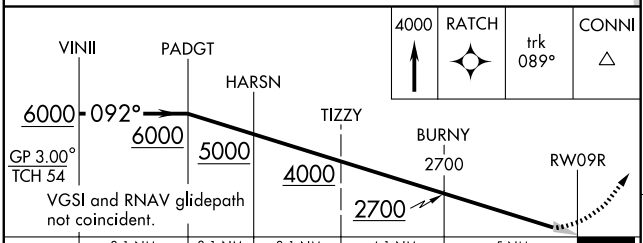
CLNC DEL 118.1

RADAR REQUIRED



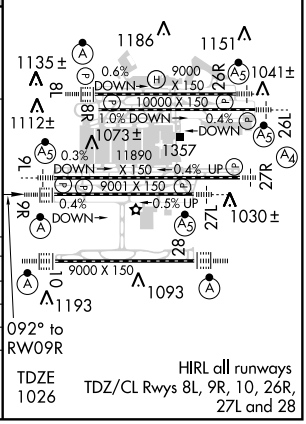


2049



CATEGORY	A	B	C	D
RNP 0.11 DA	1420/45	394 (400-⅞)		
RNP 0.15 DA	1427/45	401 (500-⅞)		
RNP 0.30 DA	1480/50	454 (500-1)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



TDZE 1026

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	9000
092°	TDZE	1000
	Apt Elev	1026

RNAV (RNP) Z RWY 10

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

GPS Required. For inoperative ALSF, increase RNP 0.11 all Cats visibility to RVR 6000, RNP 0.15 all Cats visibility to 1½, RNP 0.30 all Cats visibility to 1¾. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F). Visibility reduction by helicopters NA.

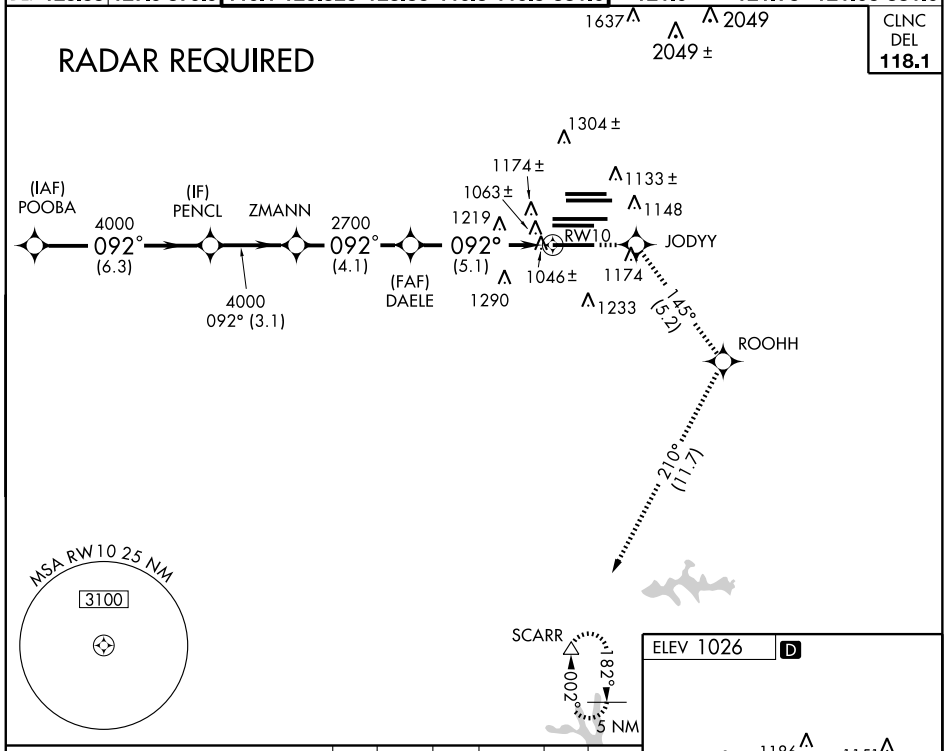
ALSF-2

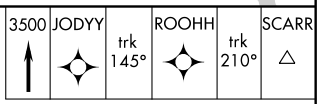
MISSED APPROACH: Climb to 3500 direct JODYY and via track 145° to ROOHH and via track 210° to SCARR and hold.

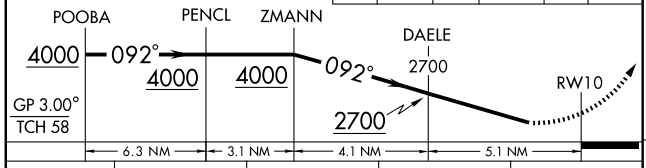
ATIS	ATLANTA	ATLANTA TOWER					GND CON			
	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65											
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

RADAR REQUIRED

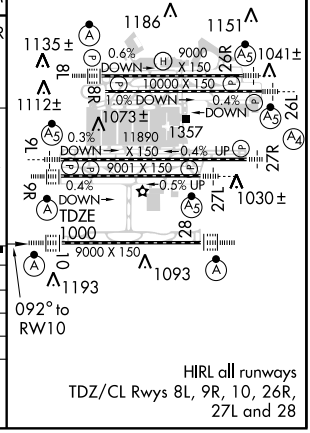






CATEGORY	A	B	C	D
RNP 0.11 DA		1367/40	367 (400-¾)	
RNP 0.15 DA		1421/45	421 (400-⅞)	
RNP 0.30 DA		1483/60	483 (500-1¼)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	10000
272°	TDZE	995
	Apt Elev	1026

RNAV (RNP) Z RWY 26L

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

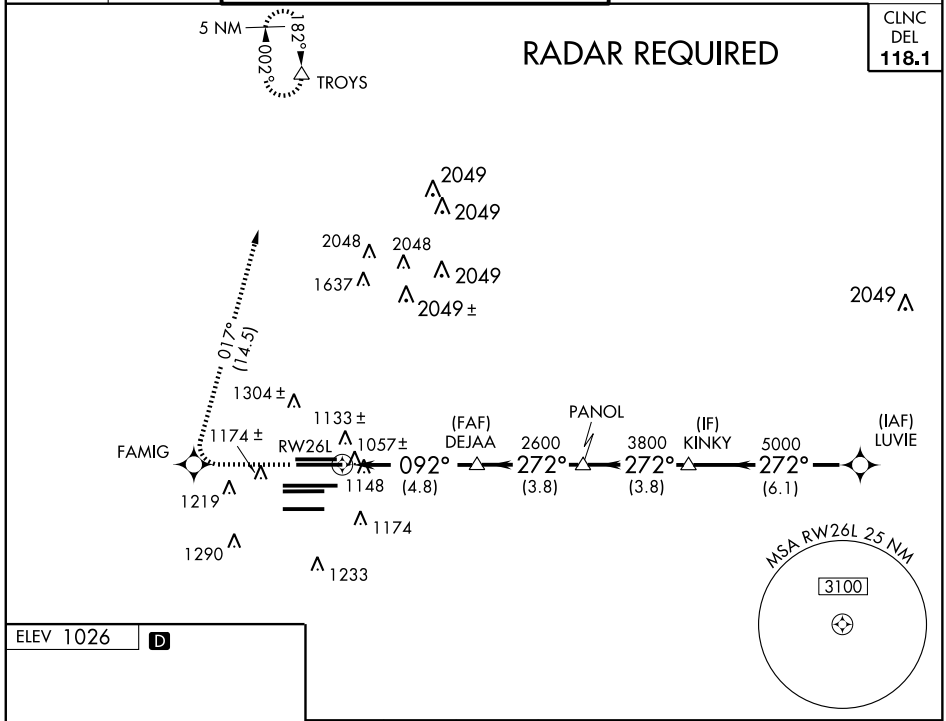
GPS Required. For inoperative MALSR, increase RNP 0.11* all Cats visibility to RVR 4500, RNP 0.11 and RNP 0.15 all Cats visibility to RVR 6000, RNP 0.30 all Cats visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F). RNP 0.11* missed approach requires minimum climb of 395 feet per NM to 1800.

MALSR

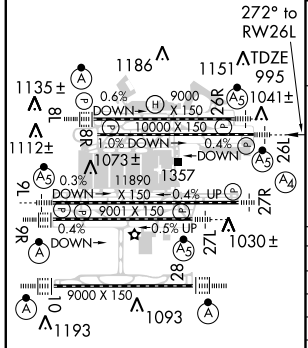
MISSED APPROACH: Climb to 3500 direct FAMIG and right turn via track 017° to TROYS and hold.

ATIS	ATLANTA	ATLANTA TOWER						GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON 127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55											

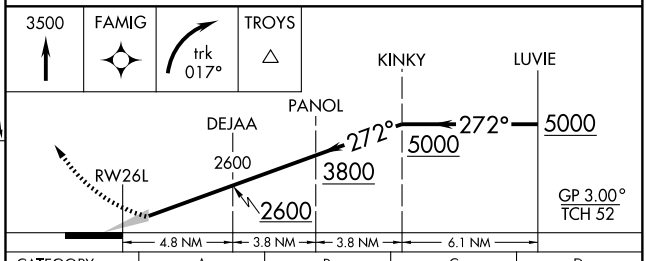
CLNC DEL 118.1



ELEV 1026 D



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28



CATEGORY	A	B	C	D
RNP 0.11 DA*		1274/24	279 (300-½)	
RNP 0.11 DA		1383/45	388 (400-⅞)	
RNP 0.15 DA		1390/45	395 (400-⅞)	
RNP 0.30 DA		1427/50	432 (500-1)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	8800
272°	TDZE	990
	Apt Elev	1026

RNAV (RNP) Z RWY 26R

ATLANTA/ HARTSFIELD- JACKSON ATLANTA INTL (ATL)

GPS Required. For inoperative MALSR, increase RNP 0.11 and RNP 0.15 all Cats visibility to RVR 6000, RNP 0.30 all Cats visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F). Visibility reduction by helicopters NA.

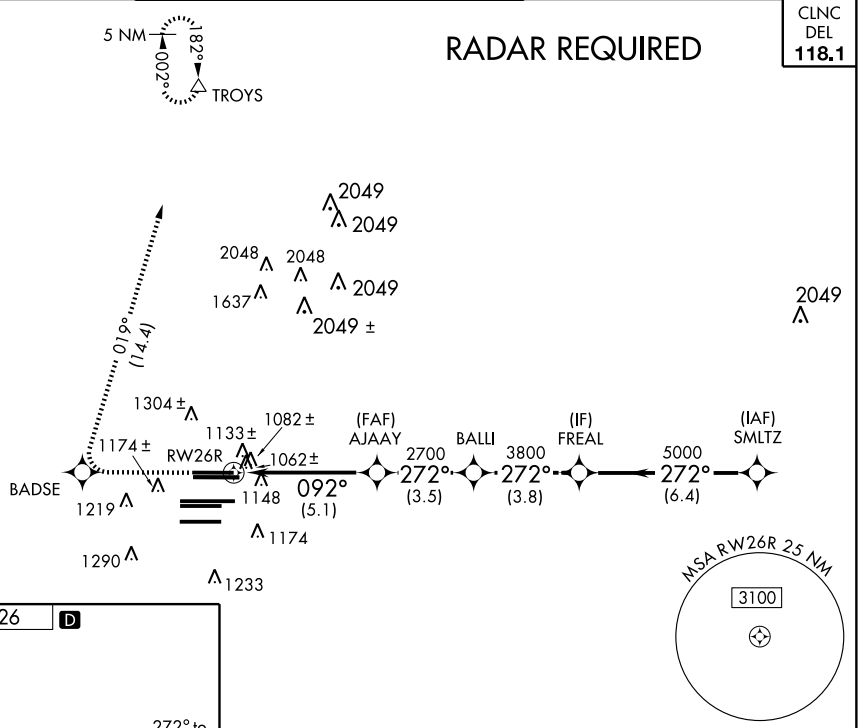
MALSR

MISSED APPROACH: Climb to 3500 direct BADSE and right turn via track 019° to TROYS and hold.

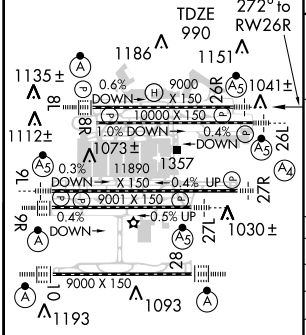
ATIS	ATLANTA	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON										
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

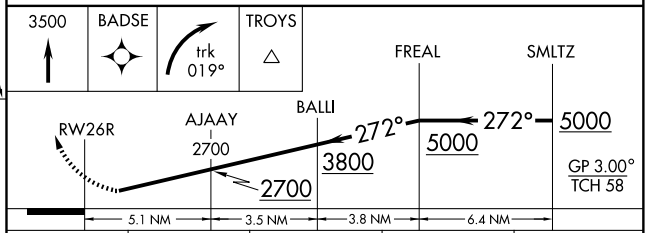
RADAR REQUIRED



ELEV 1026 D



HIRL all runways
TDZ/ CL Rwys 8L, 9R, 10, 26R, 27L and 28



CATEGORY	A	B	C	D
RNP 0.11 DA	1380/40	390 (400-¾)		
RNP 0.15 DA	1387/45	397 (400-⅞)		
RNP 0.30 DA	1449/50	459 (500-1)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	8865
272°	TDZE	999
	Apt Elev	1026

RNAV (RNP) Z RWY 27L

ATLANTA/HARTSFIELD - JACKSON ATLANTA INTL (ATL)

GPS Required. For inoperative MALSR, increase RNP 0.11 all Cats visibility to RVR 4000, RNP 0.15 all Cats visibility to 1½, RNP 0.30 all Cats visibility to 1¾. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F).

NA

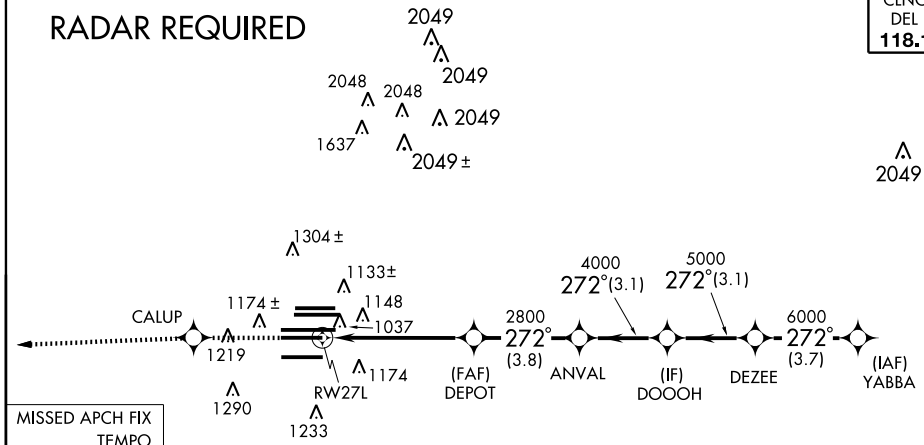
MALSR

MISSED APPROACH: Climb to 4000 direct CALUP and via 269° track to TEMPO and hold.

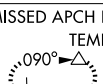
ATIS	ATLANTA	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55	127.9 379.9										

CLNC DEL 118.1

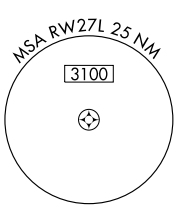
RADAR REQUIRED



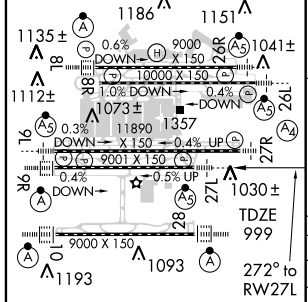
MISSED APCH FIX TEMPO

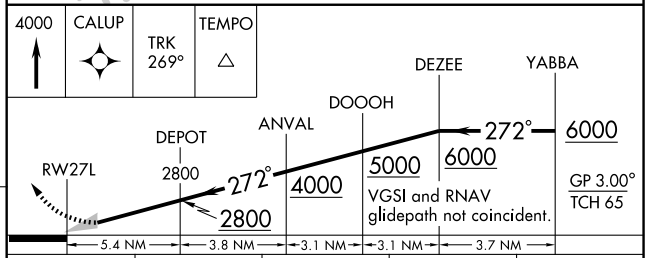


4 NM



ELEV 1026 D





CATEGORY	A	B	C	D
RNP 0.11 DA		1254/24	255 (300-½)	
RNP 0.15 DA		1437/50	438 (500-1)	
RNP 0.30 DA		1474/60	475 (500-1¼)	

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	11690
272°	TDZE	985
	Apt Elev	1026

RNAV (RNP) Z RWY 27R

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

GPS Required. For inoperative MALS, increase RNP 0.11* all Cats visibility to RVR 5000, RNP 0.11 all Cats visibility to RVR 6000, RNP 0.15 all Cats visibility to 1½, RNP 0.30 all Cats visibility to 1¾. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F). RNP 0.11* missed approach requires minimum climb of 300 feet per NM to 1700. Visibility reduction by helicopters NA.

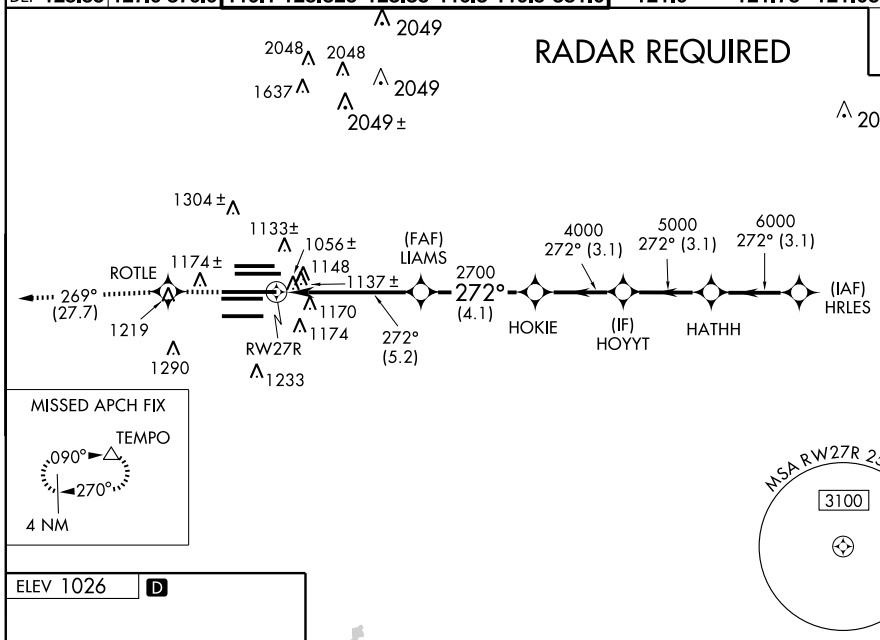
MALS

MISSED APPROACH: Climb to 4000 direct ROTLE and via track 269° to TEMPO and hold.

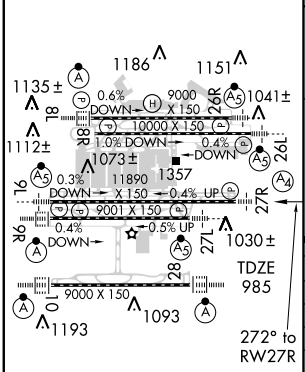
ATIS	ATLANTA	ATLANTA TOWER						GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON										
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

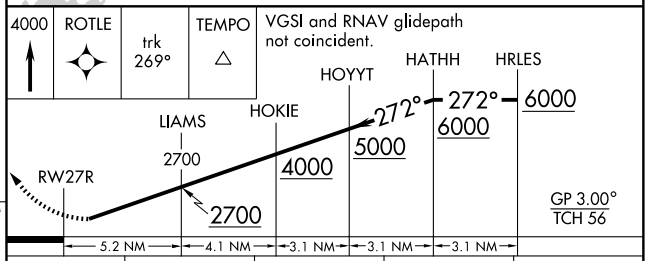
CLNC DEL 118.1

RADAR REQUIRED



ELEV 1026 D





CATEGORY	A	B	C	D
RNP 0.11 DA*	1300/40	315 (300-¾)		
RNP 0.11 DA	1373/50	388 (400-1)		
RNP 0.15 DA	1399/60	414 (400-1¼)		
RNP 0.30 DA	1484-1½	499 (500-1½)		

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy ldg	9000
272°	TDZE	998
	Apt Elev	1026

RNAV (RNP) Z RWY 28

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

GPS Required. For inoperative ALSF, increase RNP 0.11 and 0.15 all Cats visibility to RVR 4500, RNP 0.30 all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F).

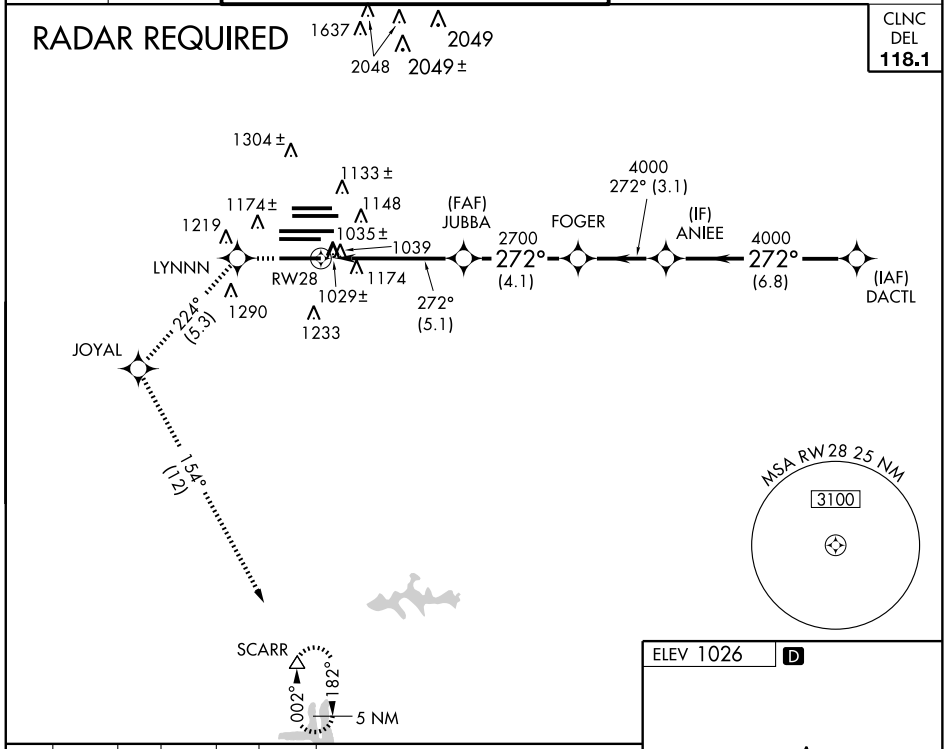
ALSF-2

MISSED APPROACH: Climb to 3500 direct LYNNN and via track 224° to JOYAL and via track 154° to SCARR and hold.

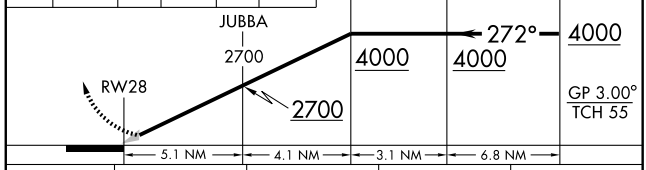
ATIS	ATLANTA	ATLANTA TOWER					GND CON			
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

RADAR REQUIRED



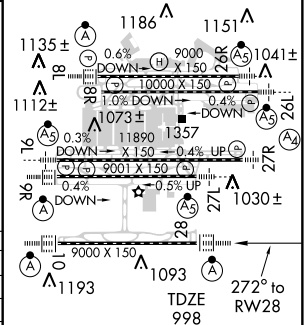
3500	LYNNN	trk 224°	JOYAL	trk 154°	SCARR



CATEGORY	A	B	C	D
RNP 0.11 DA	1262/24 264 (300-½)			
RNP 0.15 DA	1269/24 271 (300-½)			
RNP 0.30 DA	1339/32 341 (400-⅝)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ELEV 1026 D



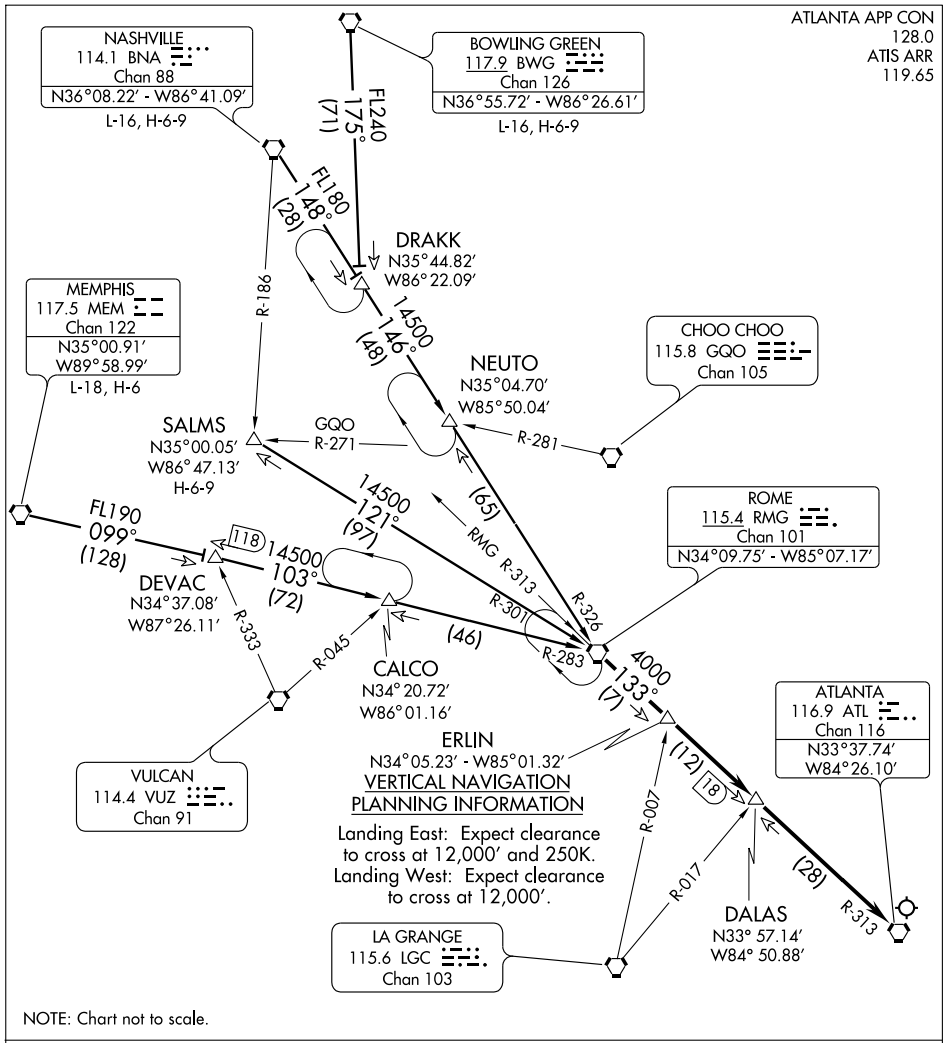
HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 22 OCT 2009 to 19 NOV 2009

ST-26 (FAA)

ROME THREE ARRIVAL (RMG.RMG3)

HARTSFIELD - JACKSON ATLANTA INTL
ATLANTA, GEORGIA



NOTE: Chart not to scale.

BOWLING GREEN TRANSITION (BWG.RMG3): From over BWG VORTAC via BWG R-175 and RMG R-326 to RMG VORTAC. Thence. . . .

MEMPHIS TRANSITION (MEM.RMG3): From over MEM VORTAC via MEM R-099 and RMG R-283 to RMG VORTAC. Thence. . . .

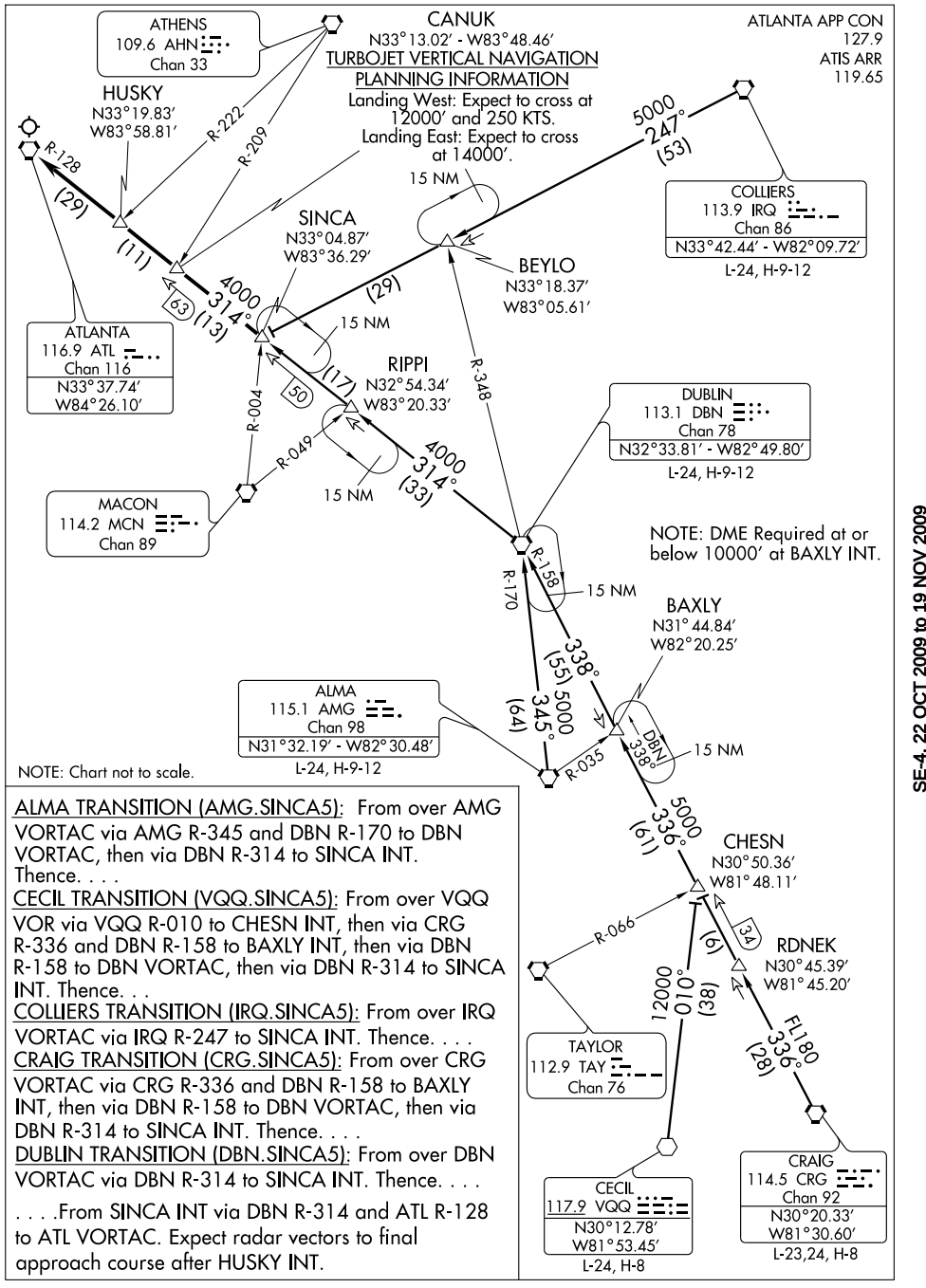
NASHVILLE TRANSITION (BNA.RMG3): From over BNA VORTAC via BNA R-148 and RMG R-326 to RMG VORTAC. Thence. . . .

SALMS TRANSITION (SALMS.RMG3): From over SALMS INT via RMG R-301 to RMG VORTAC. Thence. . . .

. . . .From over RMG VORTAC via ATL R-313 to ATL VORTAC. Expect radar vectors to final approach course after DALAS INT.

SE-4, 22 OCT 2009 to 19 NOV 2009

SINCA FIVE ARRIVAL



ALMA TRANSITION (AMG.SINCA5): From over AMG VORTAC via AMG R-345 and DBN R-170 to DBN VORTAC, then via DBN R-314 to SINCA INT. Thence. . . .

CECIL TRANSITION (VQQ.SINCA5): From over VQQ VOR via VQQ R-010 to CHESN INT, then via CRG R-336 and DBN R-158 to BAXLY INT, then via DBN R-158 to DBN VORTAC, then via DBN R-314 to SINCA INT. Thence. . .

COLLIERS TRANSITION (IRQ.SINCA5): From over IRQ VORTAC via IRQ R-247 to SINCA INT. Thence. . . .

CRAIG TRANSITION (CRG.SINCA5): From over CRG VORTAC via CRG R-336 and DBN R-158 to BAXLY INT, then via DBN R-158 to DBN VORTAC, then via DBN R-314 to SINCA INT. Thence. . . .

DUBLIN TRANSITION (DBN.SINCA5): From over DBN VORTAC via DBN R-314 to SINCA INT. Thence. . . .

. . . .From SINCA INT via DBN R-314 and ATL R-128 to ATL VORTAC. Expect radar vectors to final approach course after HUSKY INT.

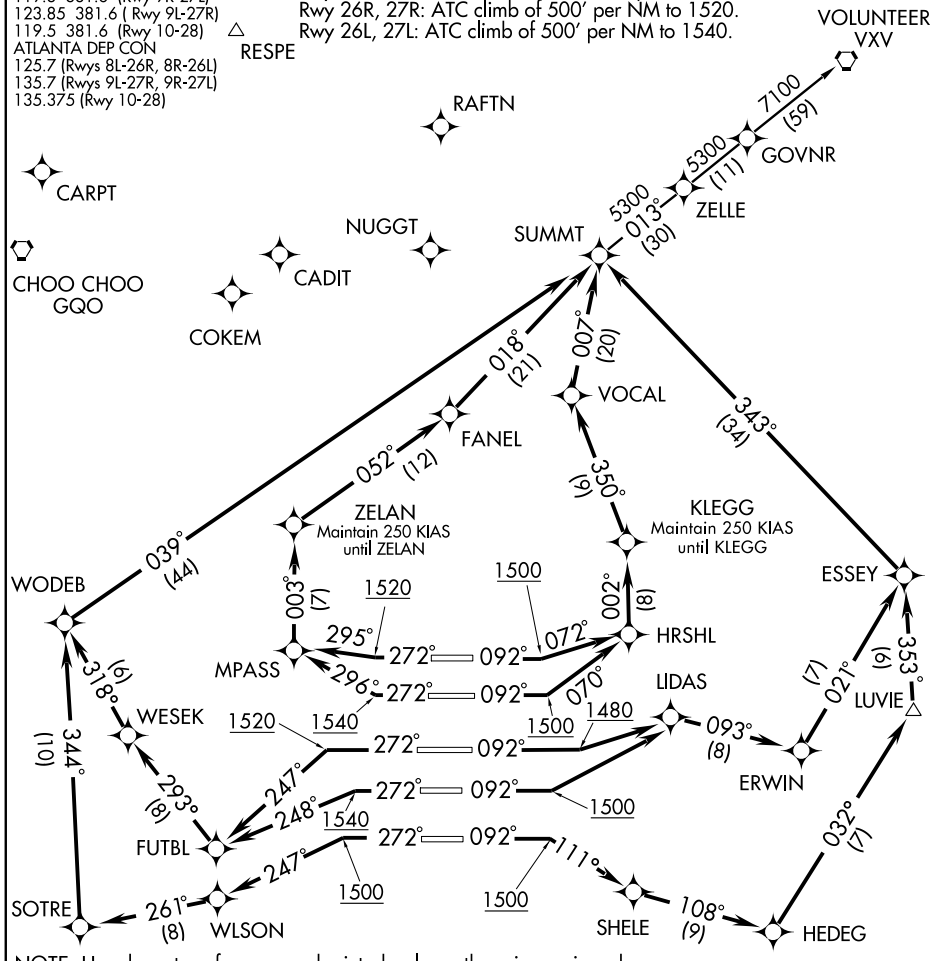
SE-4, 22 OCT 2009 to 19 NOV 2009

SUMMT FOUR DEPARTURE (RNAV)

SL-26 (FAA) ATLANTA, GEORGIA

ATIS DEP 125.55
CLNC DEL 118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
135.7 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)

TAKEOFF MINIMUMS:
Rwy 8R, 300-1 or Standard with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.
Rwy 9L, 300-1¼ or Standard with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.
Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28 Standard with the following ATC climb rates:
Rwy 8L, 9R, 10, 28: ATC climb of 500' per NM to 1500.
Rwy 26R, 27R: ATC climb of 500' per NM to 1520.
Rwy 26L, 27L: ATC climb of 500' per NM to 1540.



NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Any aircraft receiving clearance via PDC may monitor Atlanta Departure ATIS for departure runway. Upon receipt of ATC clearance (from ATL Clearance Delivery), read back only your call sign and transponder code, unless you have a question.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: For Turbojet aircraft only.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

(Continued on next page)

NOTE: Chart not to scale

SE-4, 22 OCT 2009 to 19 NOV 2009

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to SUMMT, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to SUMMT, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to SUMMT, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to SUMMT, thence....
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to SUMMT, thence...
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to SUMMT, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to SUMMT, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to SUMMT, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to SUMMT, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then 247° course to WLSON, then via depicted route to SUMMT, thence...

.... Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude ten minutes after departure.

VOLUNTEER TRANSITION (SUMMT4.VXV):

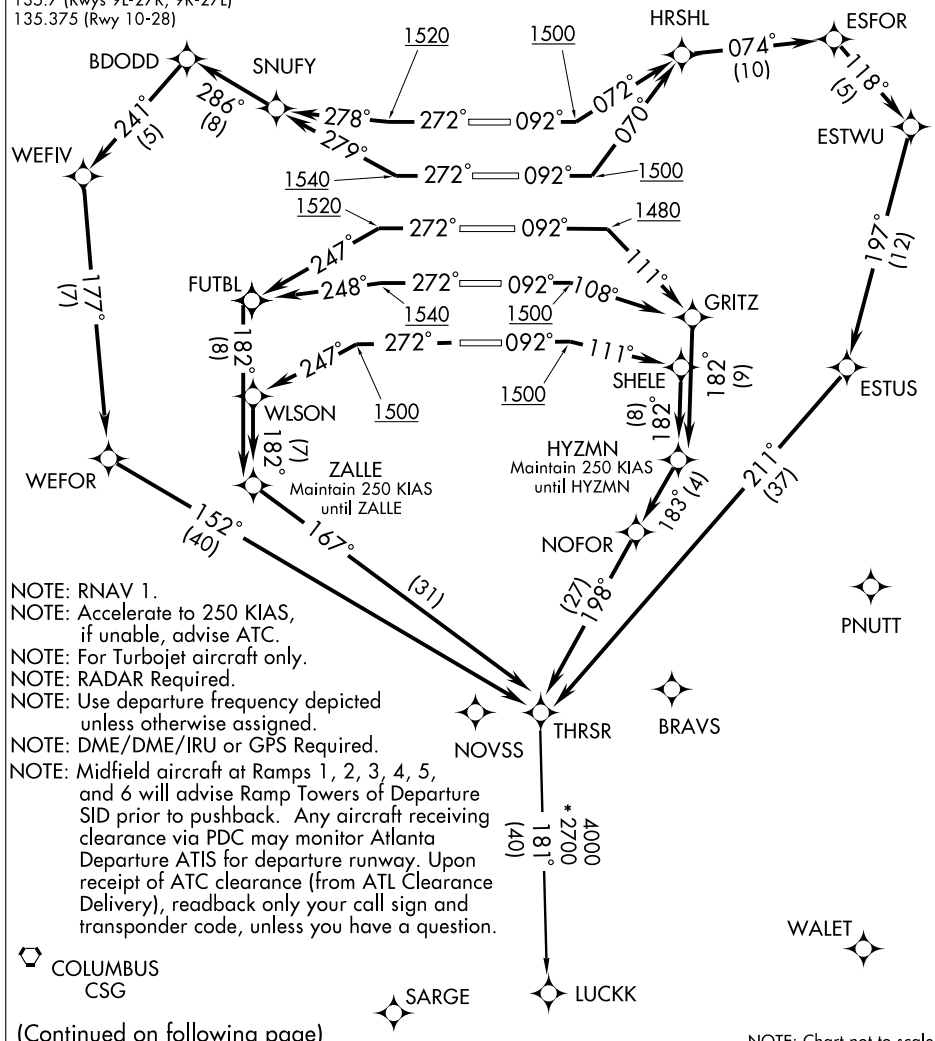
NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134'. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

SE-4, 22 OCT 2009 to 19 NOV 2009

THRSR FIVE DEPARTURE (RNAV)

ATIS DEP 125.55
CLNC DEL 118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
135.7 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)

TAKEOFF MINIMUMS:
Rwy 8R: 300-1 or Standard with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.
Rwy 9L: 300-1¼ or Standard with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.
Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28:
Standard with the following ATC climb rates:
Rwy 8L, 9R, 10, 28: ATC climb of 500' per NM to 1500.
Rwy 26L, 27L: ATC climb of 500' per NM to 1540.
Rwy 26R, 27R: ATC climb of 500' per NM to 1520.



NOTE: RNAV 1.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: For Turbojet aircraft only.
NOTE: RADAR Required.
NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Any aircraft receiving clearance via PDC may monitor Atlanta Departure ATIS for departure runway. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

(Continued on following page)

NOTE: Chart not to scale

SE-4, 22 OCT 2009 to 19 NOV 2009

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to THRSR, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to THRSR, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to THRSR, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to THRSR, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to THRSR, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to THRSR, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to THRSR, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to THRSR, maintain 250 KIAS until ZALLE, thence...
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to THRSR, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to THRSR, maintain 250 KIAS until ZALLE, thence....

....Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude 10 minutes after departure.

LUCKK TRANSITION (THRSR5.LUCKK):

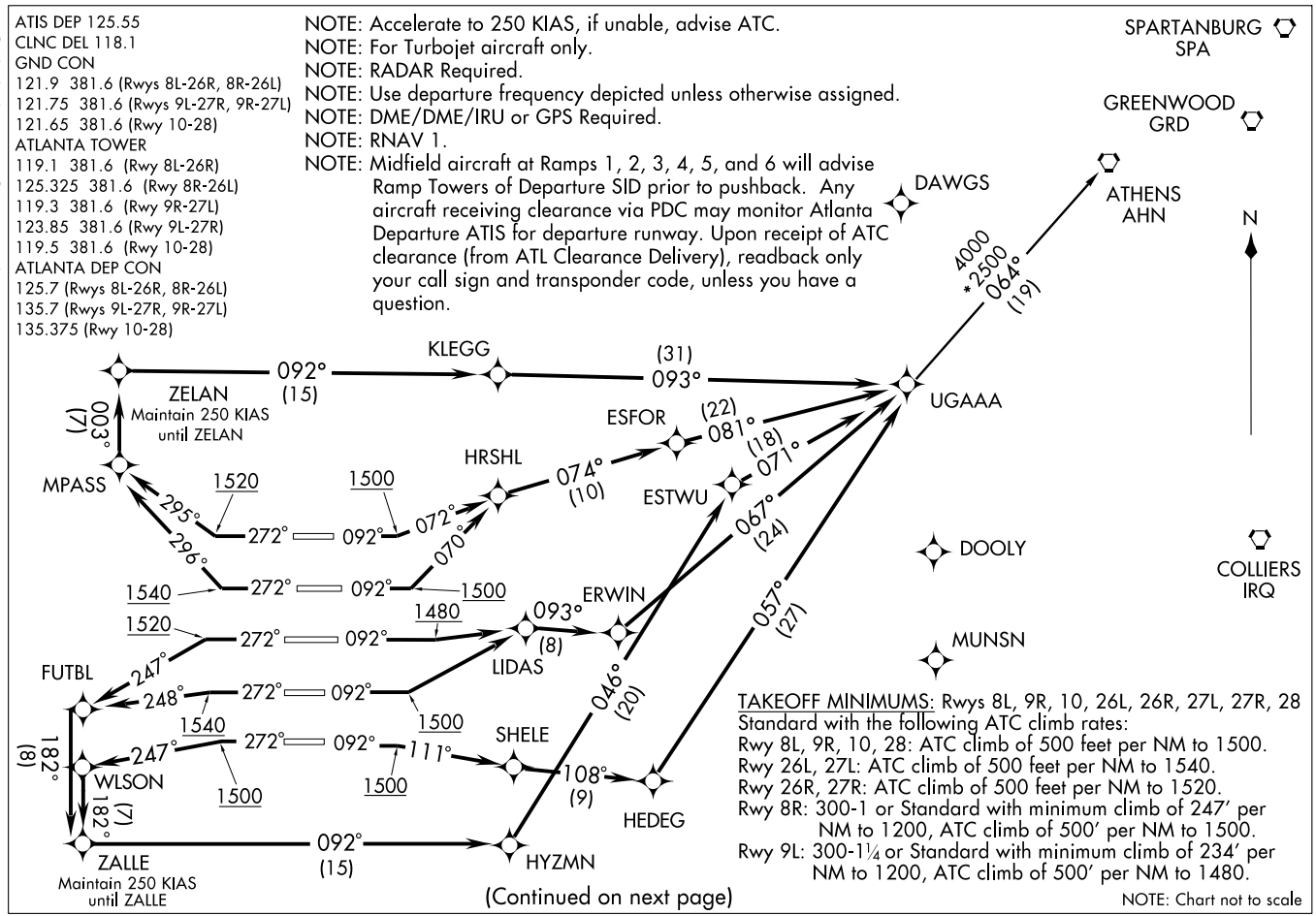
NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL /1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

SE-4, 22 OCT 2009 to 19 NOV 2009

UGAAA TWO DEPARTURE (RNAV)

ATIS DEP 125.55
CLNC DEL 118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
135.7 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: For Turbojet aircraft only.
NOTE: RADAR Required.
NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Any aircraft receiving clearance via PDC may monitor Atlanta Departure ATIS for departure runway. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.



TAKEOFF MINIMUMS: Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28
Standard with the following ATC climb rates:
Rwy 8L, 9R, 10, 28: ATC climb of 500 feet per NM to 1500.
Rwy 26L, 27L: ATC climb of 500 feet per NM to 1540.
Rwy 26R, 27R: ATC climb of 500 feet per NM to 1520.
Rwy 8R: 300-1 or Standard with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.
Rwy 9L: 300-1¼ or Standard with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.

(Continued on next page)

NOTE: Chart not to scale

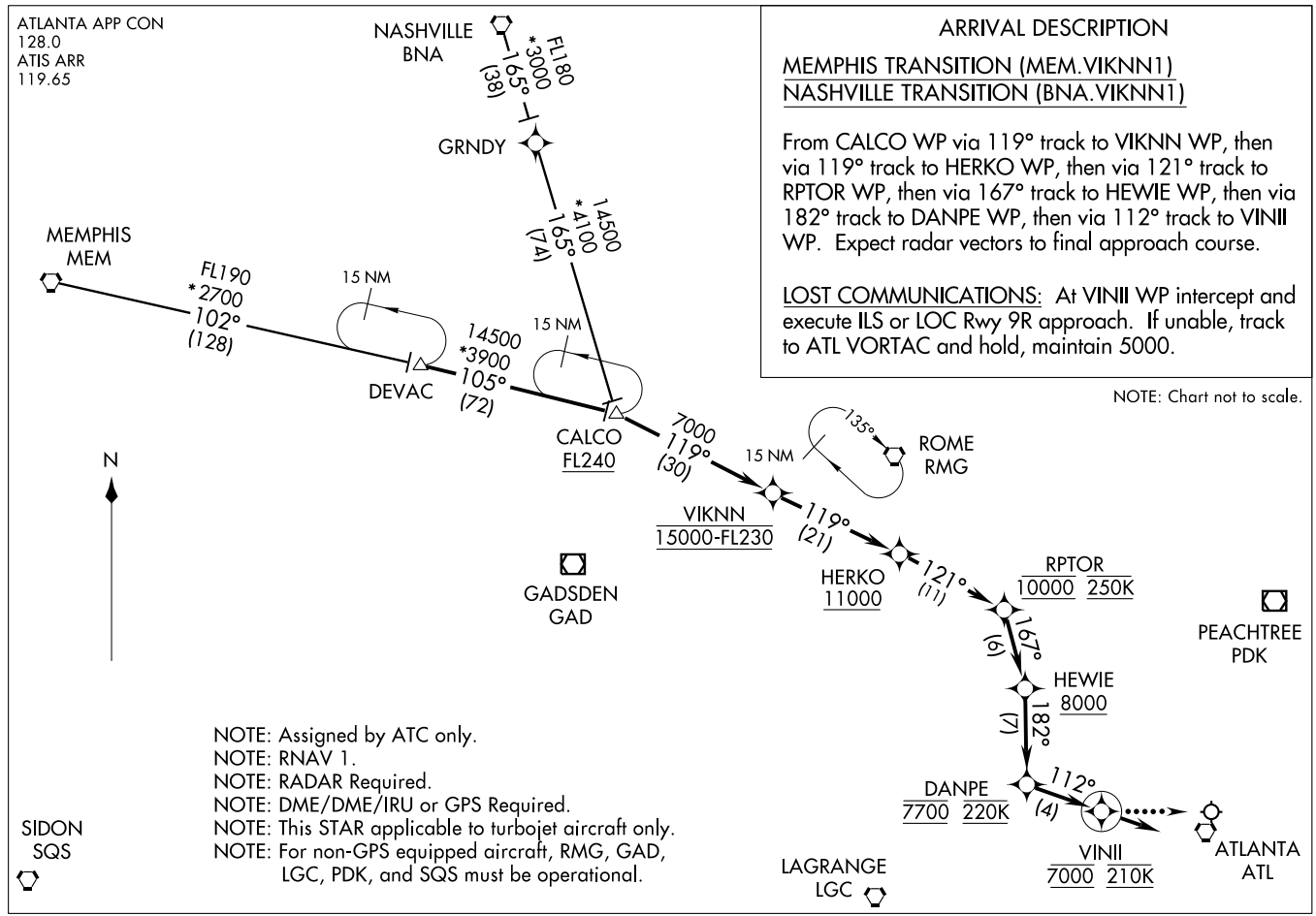
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to UGAAA, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to UGAAA, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to UGAAA, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to UGAAA, thence....
TAKE-OFF RWY 10: Climb heading to 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to UGAAA, thence ....
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to UGAAA, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to UGAAA, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to UGAAA, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to UGAAA, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to UGAAA, maintain 250 KIAS until ZALLE thence....

....maintain 10,000 (or requested altitude if lower), expect clearance to filed altitude ten minutes after departure.

ATHENS TRANSITION (UGAAA2.AHN):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL /1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.



(VIKNN.VIKNN1) 09239

VIKNN ONE ARRIVAL (RNAV)

ST-26 (FAA)

HARTSFIELD-JACKSON ATLANTA INTL

ATLANTA, GEORGIA

VORTAC ATL	APP CRS	Rwy Idg	8865
116.9	264°	TDZE	999
Chan 116		Apt Elev	1026

VOR RWY 27L

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

MALSR

MISSED APPROACH: Climbing left turn to 3500 via ATL R-180 to SCARR Int/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			
	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65											
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

2049 2048 2048 2049 1637 2049± 2049

116.6 PDK Chan 113 116.6 PDK Chan 113

(IAF) AMATE INT ATL 4.8

1304± 1133± 1174± 1219 1148 1174 1290 1233

R-190 R-169

to LOM 271°

PANOL INT ATL 10.1

R-084 309° 129°

264°

2300 to AMATE INT 264° (5.3)

2500 to AMATE INT 084° (4.8)

LOM REDAN 266 BR

ATLANTA 116.9 ATL Chan 116

MSA ATL 25 NM 3100

10 NM

ATL R-180

SCARR ATL 15

R-062

115.6 LGC Chan 103

360° 180°

ELEV 1026 D

1186 1151 1135± 1041± 1112± 1073± 1357 1193 1093 1030±

0.6% DOWN 9000 X 150 26R 18 8R 10000 X 150 1.0% DOWN 0.4% DOWN 26L 9L 0.3% DOWN 11890 X 150 0.4% UP 27R 9R 9001 X 150 0.4% UP 0.4% DOWN TDZE 999 27L 28 10 9000 X 150

264° to VORTAC

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

3500 ATL R-180 116.9

SCARR

AMATE INT ATL 4.8

Remain within 10 NM

084° 2500

264° 2300

VORTAC

2.97° TCH 65

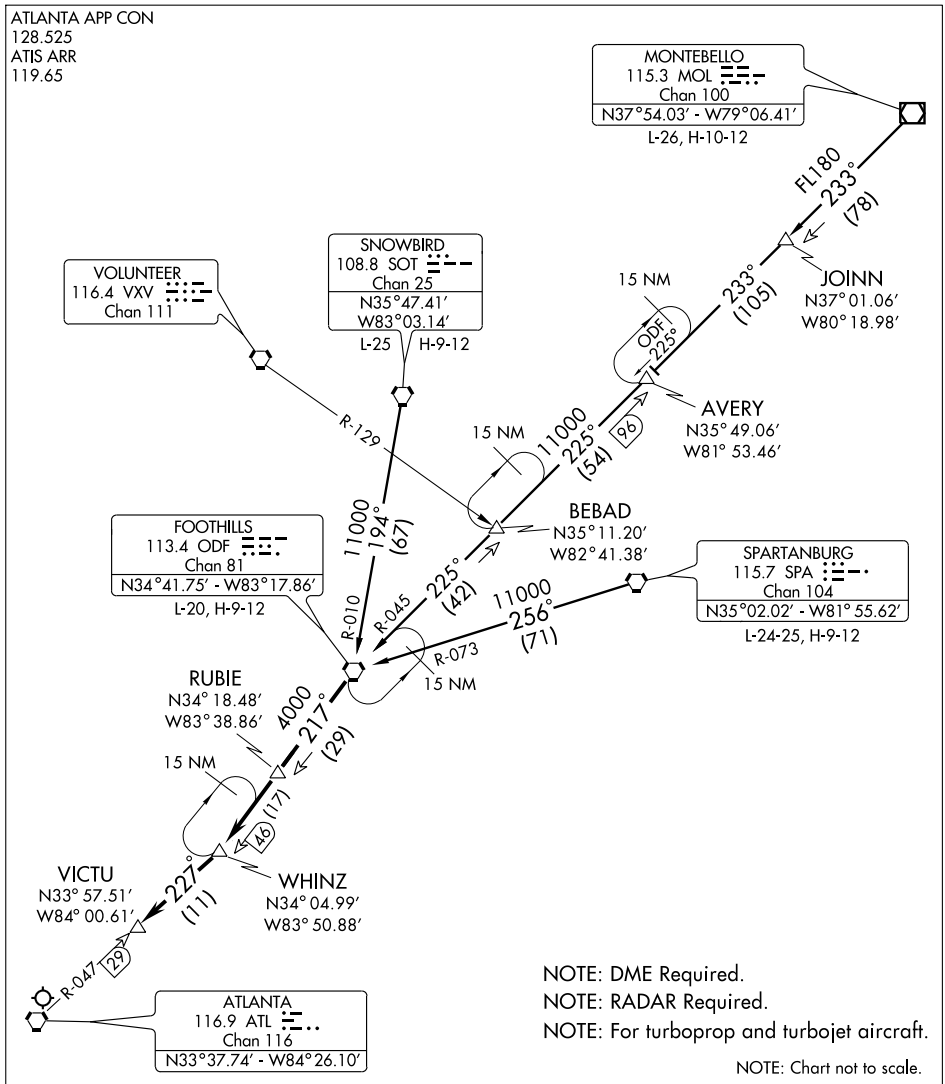
VGSI and descent angles not coincident.

0.8 4 NM

CATEGORY	A	B	C	D
S-27L	1620/24	621 (600-½)	1620/60 621 (600-1¼)	1620-1½ 621 (600-1½)

SE-4, 22 OCT 2009 to 19 NOV 2009

WHINZ ONE ARRIVAL (WHINZ.WHINZ1)



MONTEBELLO TRANSITION (MOL.WHINZ1): From over MOL VOR/DME via MOL R-233 and ODF R-045 to ODF VORTAC. Thence. . . .

SNOWBIRD TRANSITION (SOT.WHINZ1): From over SOT VORTAC via SOT R-194 and ODF R-010 to ODF VORTAC. Thence. . . .

SPARTANBURG TRANSITION (SPA.WHINZ1): From over SPA VORTAC via SPA R-256 and ODF R-073 to ODF VORTAC. Thence. . . .

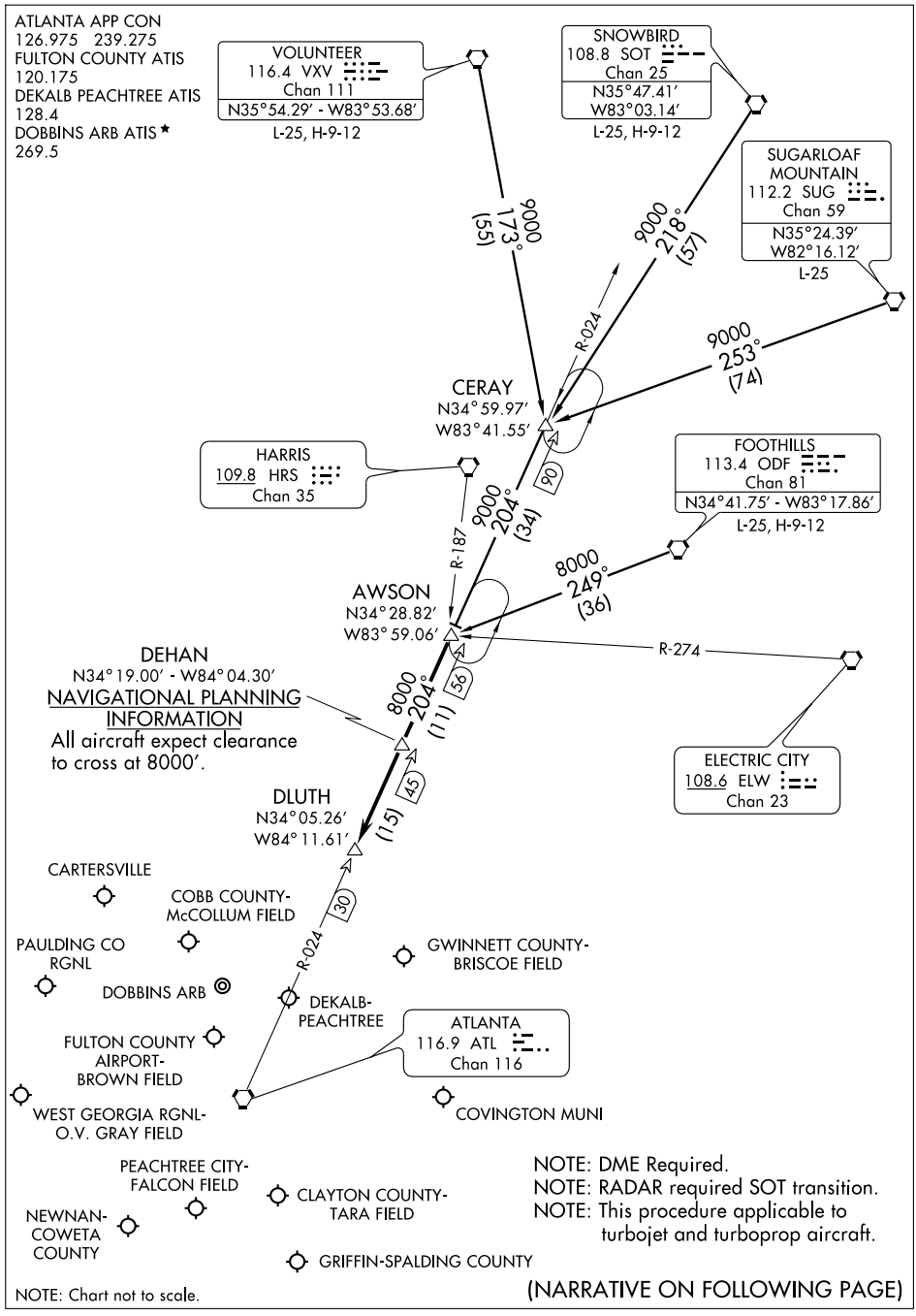
. . . .From over ODF VORTAC via ODF R-217 to WHINZ. Then via ATL R-047 to VICTU. Expect radar vectors to final approach course after VICTU.

SE-4, 22 OCT 2009 to 19 NOV 2009

AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4, 22 OCT 2009 to 19 NOV 2009

AWSON ONE ARRIVAL (AWSON.AWSON1) ST-469 (FAA) ATLANTA, GEORGIA

ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 22 OCT 2009 to 19 NOV 2009

LOC I-CCO	APP CRS	Rwy Idg	5500
110.75	322°	TDZE	952
		Apt Elev	970

LOC RWY 32

ATLANTA/ NEWNAN COWETA COUNTY (CCO)

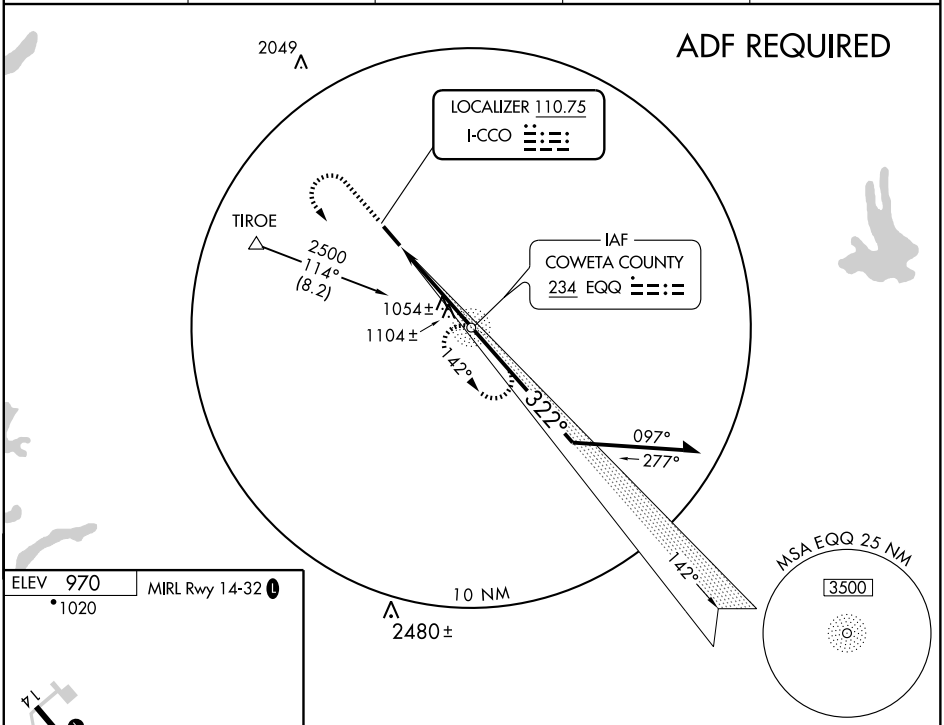
T
A NA

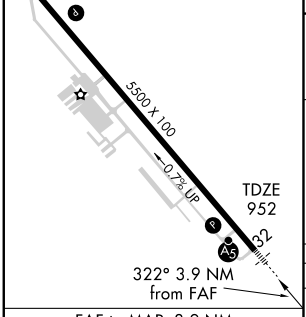
Inoperative table does not apply to S-32 Cats A, B, and C. For inoperative MALSR, increase S-32 Cat D visibility to 1¼ miles. ADF required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all MDA 60 feet. Inoperative table does not apply to Cats A and B when using Peachtree City-Falcon Field altimeter setting.
For inoperative MALSR when using Peachtree City-Falcon Field altimeter setting, increase S-32 Cat C visibility to 1¼ mile.

MALSR

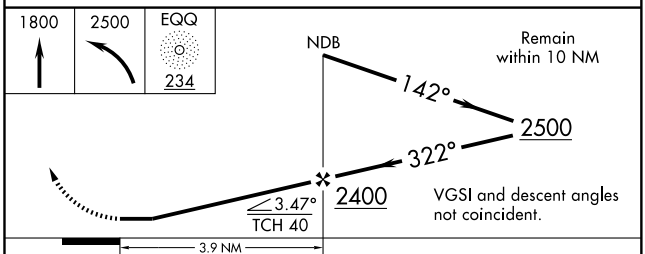
MISSED APPROACH: Climb to 1800 then climbing left turn to 2500 direct EQQ NDB and hold.

AWOS-3	ATLANTA APP CON	GCO	CLNC DEL	UNICOM
118.975	119.8 343.6	121.725	119.8	122.8 (CTAF) L





FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18



CATEGORY	A	B	C	D
S-32	1320-1 368 (400-1)			
CIRCLING	1420-1 450 (500-1)		1420-1½ 450 (500-1½)	1520-2 550 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	5500
CH 70515	142°	TDZE	970
W14A		Apt Elev	970

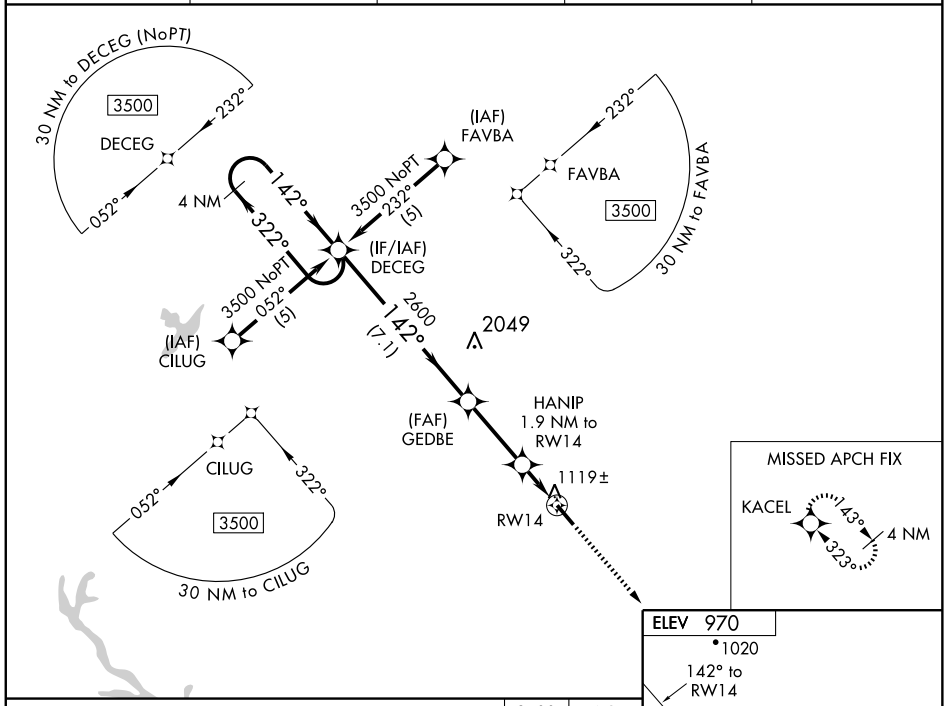
RNAV (GPS) RWY 14

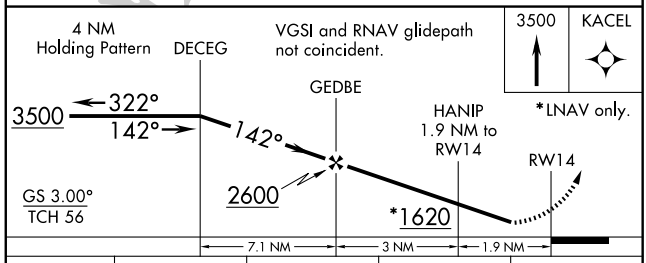
ATLANTA/ NEWNAN COWETA COUNTY (CCO)

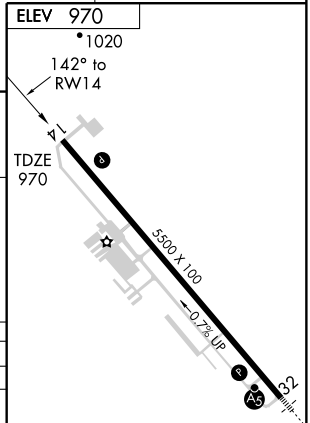
Baro-VNAV NA when using Peachtree City-Falcon Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all DA 47 feet and all MDA 60 feet, and increase LPV all Cats and LNAV Cat D visibilities ¼ mile.

MISSED APPROACH: Climb to 3500 direct KACEL and hold.

AWOS-3	ATLANTA APP CON	GCO	CLNC DEL	UNICOM
118.975	119.8 343.6	121.725	119.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1300-1 330 (400-1)			
LNAV/VNAV DA	1389-1½ 419 (500-1½)			
LNAV MDA	1380-1 410 (500-1)		1380-1¼ 410 (500-1¼)	
CIRCLING	1420-1 450 (500-1)		1420-1½ 450 (500-1½)	1520-2 550 (600-2)

MIRL Rwy 14-32 L

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	5500
CH 77528	322°	TDZE	952
W32A		Apt Elev	970

RNAV (GPS) RWY 32

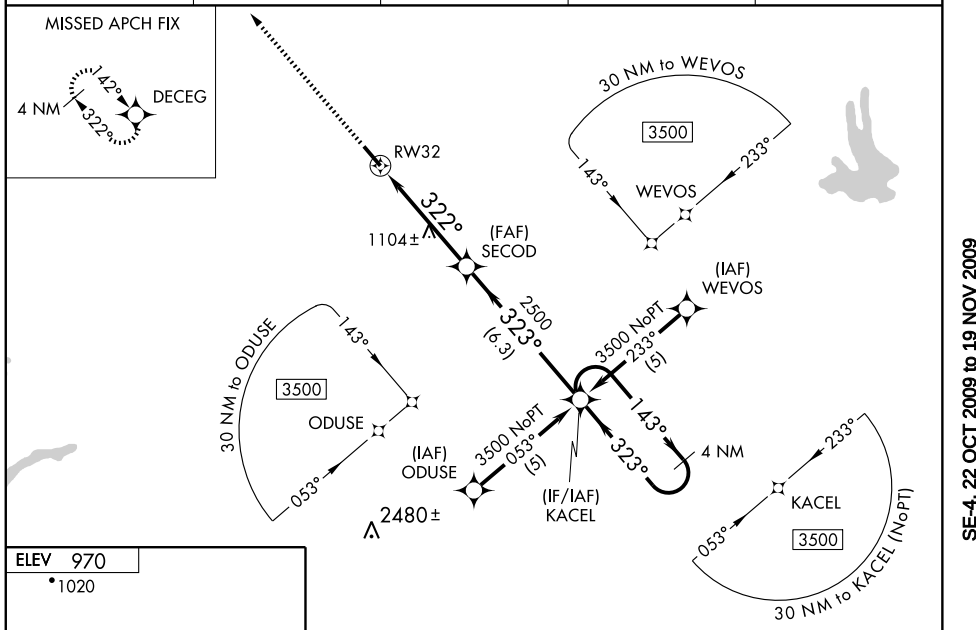
ATLANTA/ NEWNAN COWETA COUNTY (CCO)

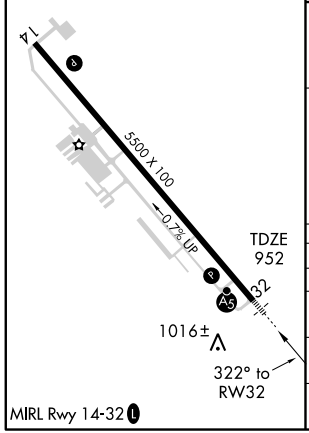
Baro-VNAV NA when using Peachtree City-Falcon Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all DA 47 feet and all MDA 60 feet. Inoperative table does not apply to LPV all Cats and LNAV Cats A and B. Inoperative table does not apply to LNAV Cats A and B when using Peachtree City-Falcon Field altimeter setting. For inoperative MALSR, increase LNAV/VNAV all Cats and LNAV Cats C and D visibilities to 1¼ mile. For inoperative MALSR when using Peachtree City-Falcon Field altimeter setting, increase LNAV Cat C visibility to 1¼ mile.

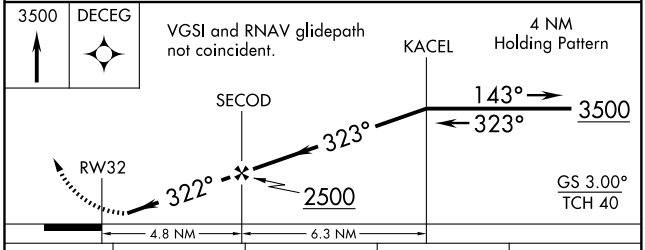
MALSR

MISSED APPROACH: Climb to 3500 direct DECEG and hold.

AWOS-3	ATLANTA APP CON	GCO	CLNC DEL	UNICOM
118.975	119.8 343.6	121.725	119.8	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1242-1 290 (300-1)			
LNAV/VNAV DA	1286-1 334 (400-1)			
LNAV MDA	1360-1 408 (400-1)			
CIRCLING	1420-1 450 (500-1)		1420-1½ 450 (500-1½)	1520-2 550 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

VORTAC LGC	APP CRS	Rwy Idg	N/A
115.6	053°	TDZE	N/A
Chan 103		Apt Elev	970

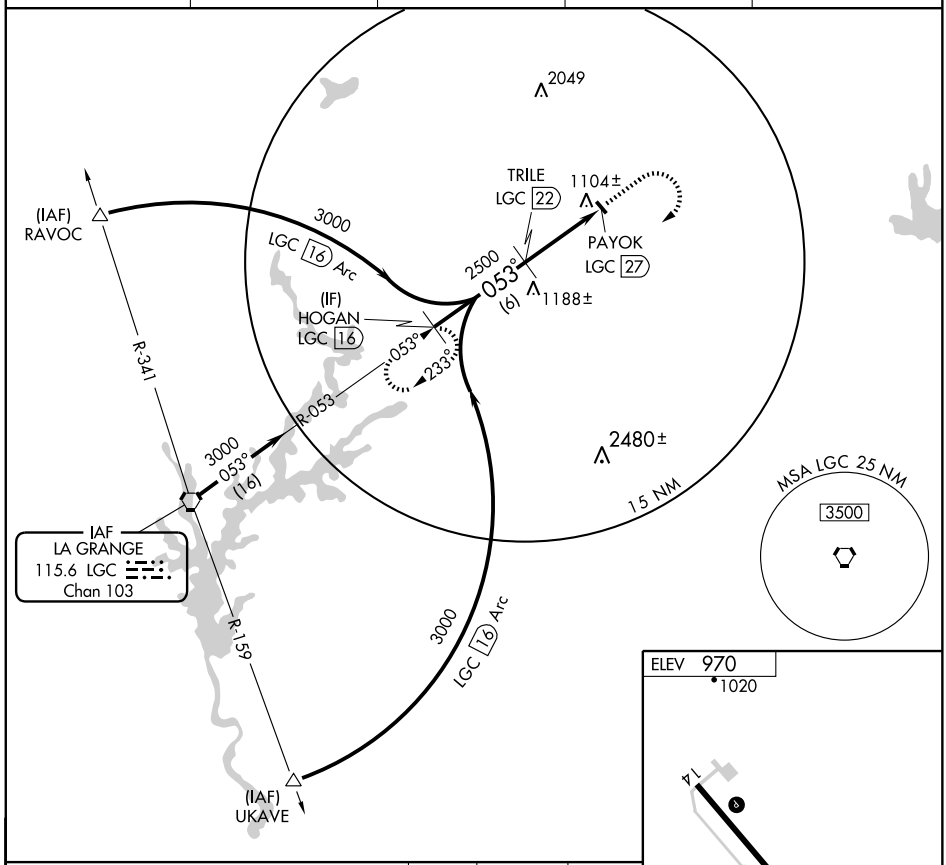
VOR/DME-A

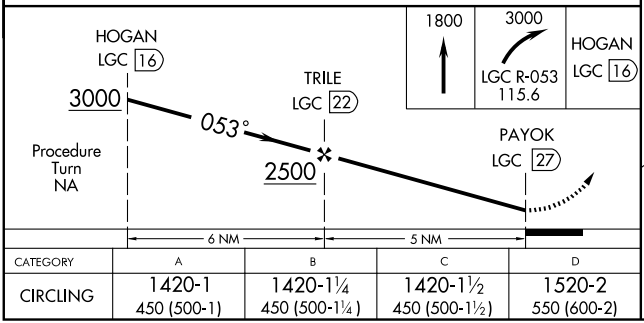
ATLANTA/ NEWNAN COWETA COUNTY (CCO)

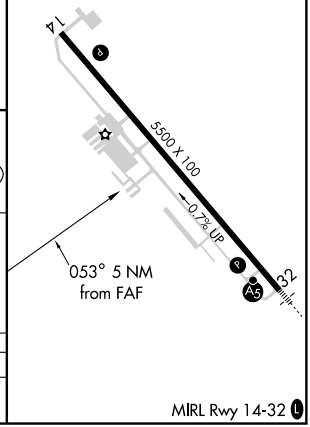
If local altimeter setting not received, use Hartsfield-Jackson Atlanta Intl altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 via LGC R-053 to HOGAN 16 DME and hold.

AWOS-3	ATLANTA APP CON	GCO	CLNC DEL	UNICOM
118.975	119.8 343.6	121.725	119.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1420-1 450 (500-1)	1420-1¼ 450 (500-1¼)	1420-1½ 450 (500-1½)	1520-2 550 (600-2)

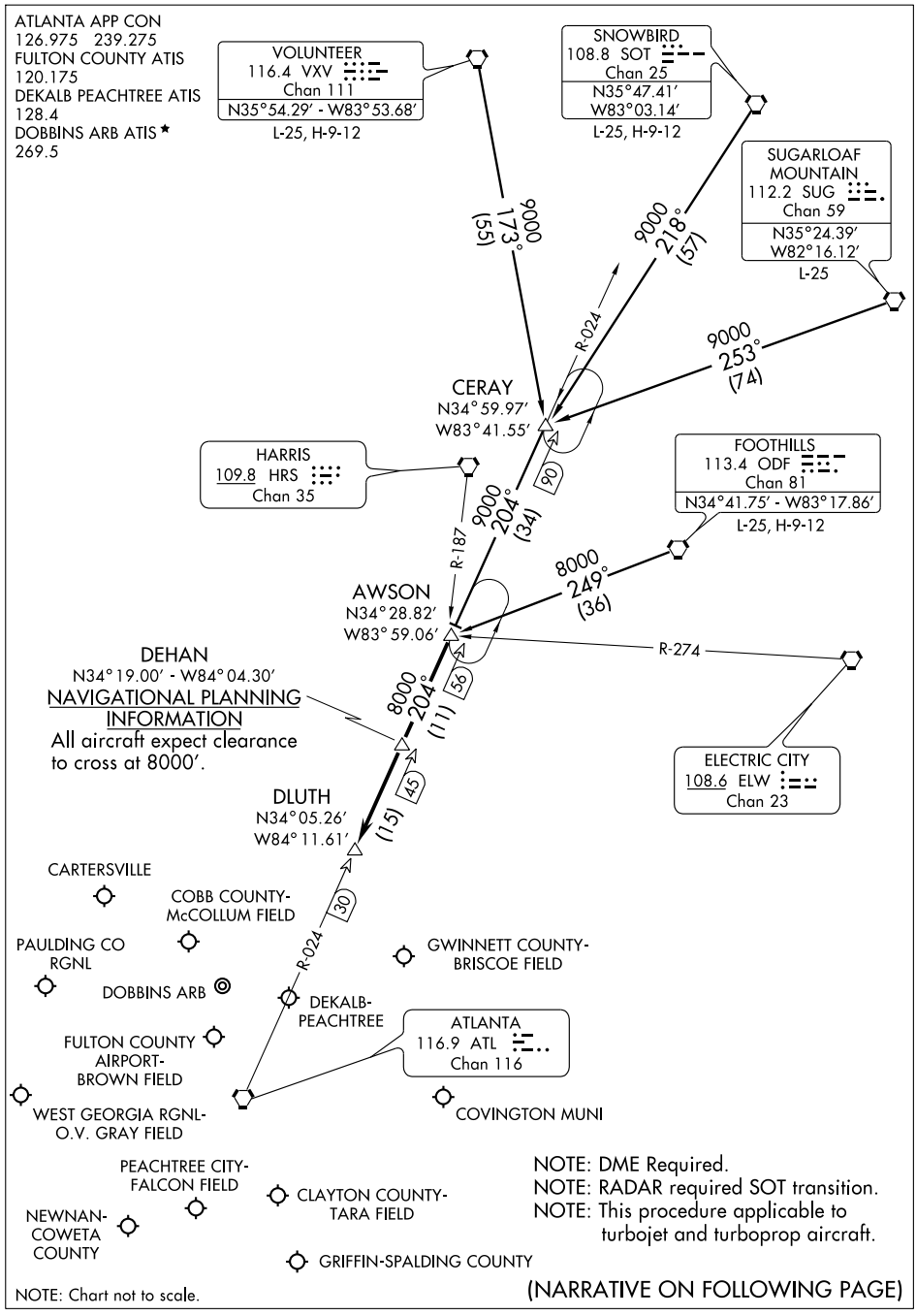
MIRL Rwy 14-32 L

SE-4, 22 OCT 2009 to 19 NOV 2009

AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4, 22 OCT 2009 to 19 NOV 2009

AWSON ONE ARRIVAL (AWSON.AWSON1) ST-469 (FAA) ATLANTA, GEORGIA

ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-FFC	APP CRS	Rwy Idg	5019
111.95	310°	TDZE	808
Chan 56 (Y)		Apt Elev	808

ILS OR LOC RWY 31

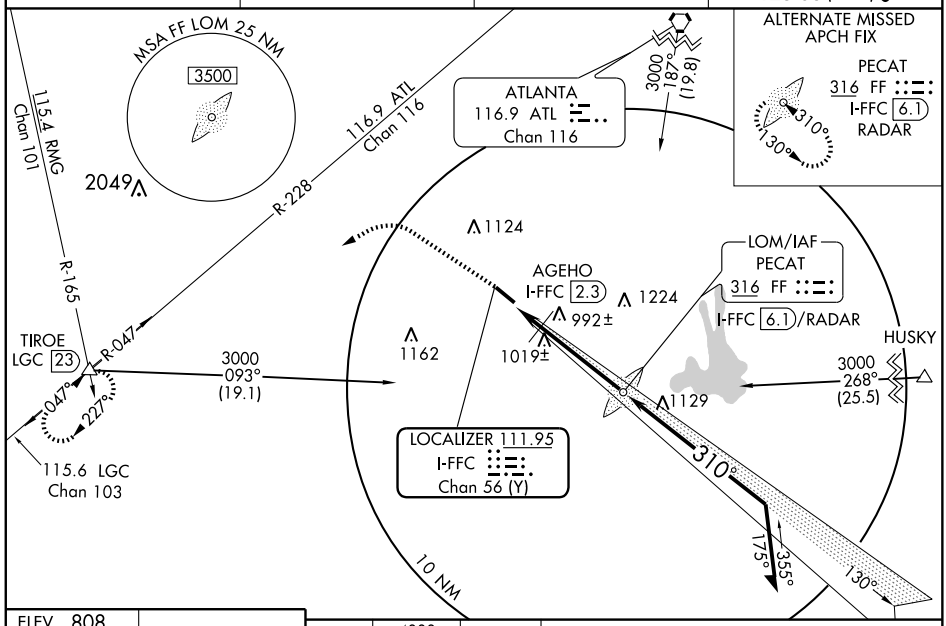
ATLANTA/ PEACHTREE CITY-FALCON FIELD (FFC)

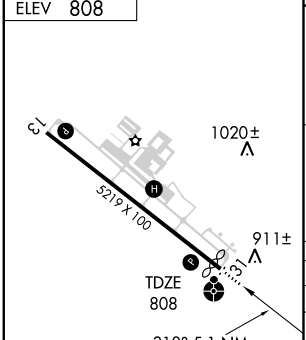
▼ NA Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Newnan Coweta County altimeter setting and increase ILS DA to 1126 and all MDA 60 feet; Increase S-ILS all Cats. visibility ¼ mile and Circling Cat. D visibility ¼ mile; Increase AGEHO DME Minimums S-LOC Cats. C and D visibility ¼ mile and Circling Cat. D ¼ mile.

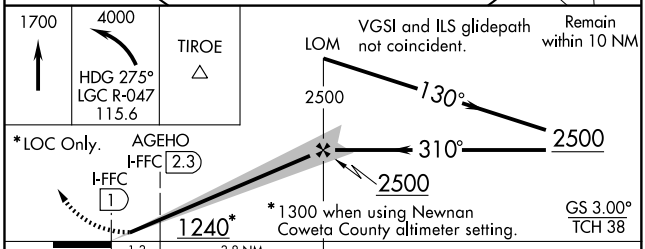
ODALS

MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 via heading 275° and LGC VORTAC R-047 to TIROE INT/LGC 23 DME and hold.

ASOS	ATLANTA APP CON	CLNC DEL	UNICOM
118.525	119.8 343.6	119.8	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 31		1079-1 271 (300-1)		
S-LOC 31	1240-1 432 (500-1)		1240-1¼ 432 (500-1¼)	1240-1½ 432 (500-1½)
CIRCLING	1320-1 512 (600-1)		1320-1½ 512 (600-1½)	1440-2 632 (700-2)
AGEHO FIX MINIMUMS				
S-LOC 31	1180-1 372 (400-1)			1180-1¼ 372 (400-1¼)
CIRCLING	1320-1 512 (600-1)		1320-1½ 512 (600-1½)	1440-2 632 (700-2)

REIL Rwy 13 L
MIRL Rwy 13-31 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-4, 22 OCT 2009 to 19 NOV 2009

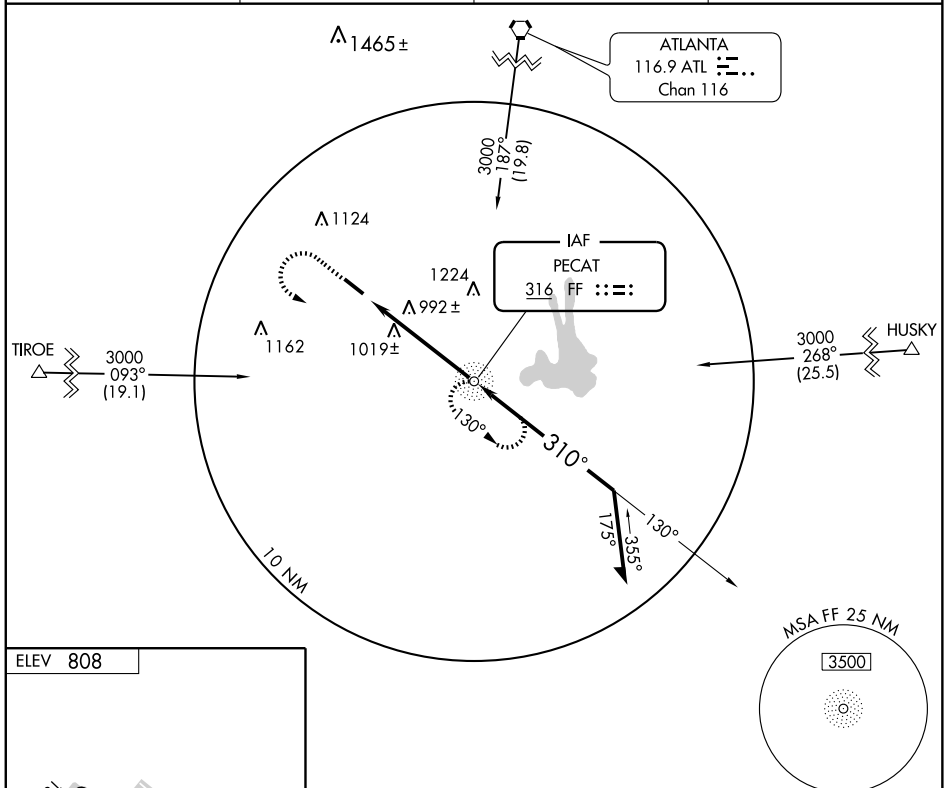
NDB FF	APP CRS	Rwy Idg	5019
316	310°	TDZE	808
		Apt Elev	808

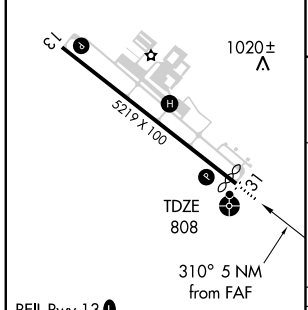
NDB RWY 31

ATLANTA/ PEACHTREE CITY-FALCON FIELD (FFC)

▼ NA Inoperative table does not apply to CAT C.	ODALS	MISSED APPROACH: Climb to 1700 then climbing left turn to 2500 direct PECAT NDB and hold.

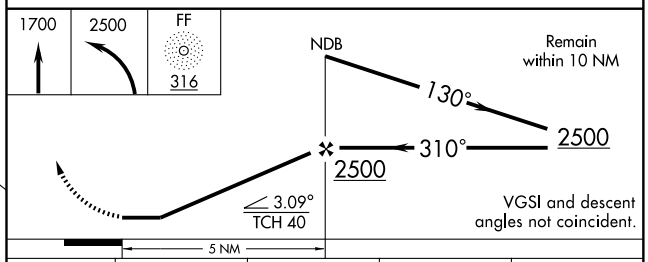
ASOS	ATLANTA APP CON	CLNC DEL	UNICOM
118.525	119.8 343.6	119.8	123.05 (CTAF) L





REIL Rwy 13 L
MIRL Rwy 13-31 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-31	1320-¾ 512 (600-¾)		1320-1½ 512 (600-1½)	1320-1¾ 512 (600-1¾)
CIRCLING	1320-1 512 (600-1)		1320-1½ 512 (600-1½)	1500-2¼ 692 (700-2¼)

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS CH 61006 W13A	APP CRS 130°	Rwy Idg 5219 TDZE 797 Apt Elev 808

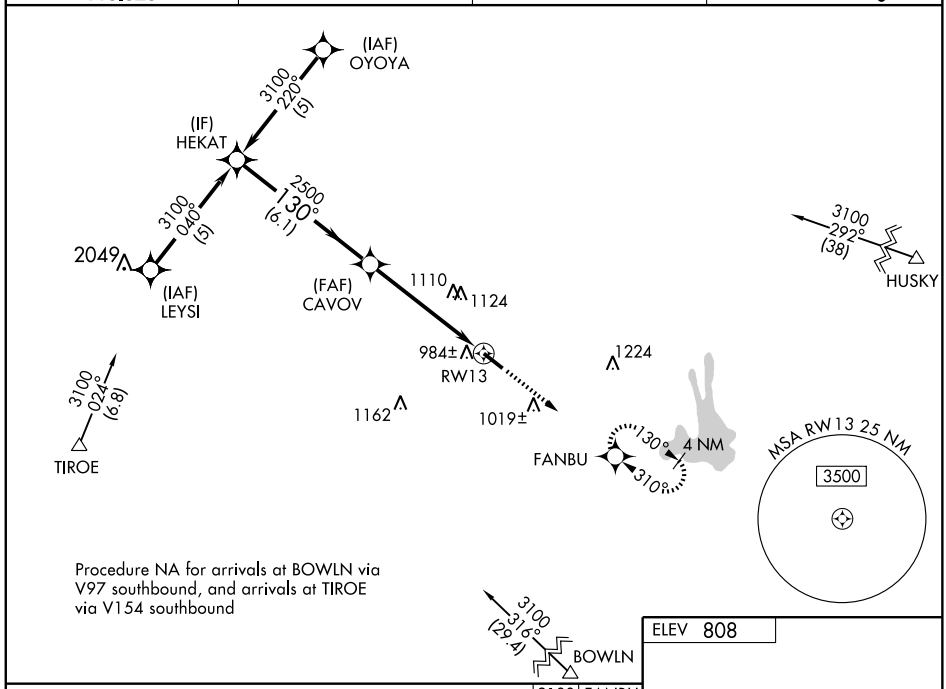
RNAV (GPS) RWY 13

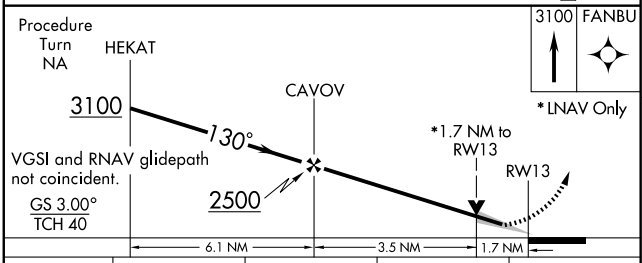
ATLANTA/ PEACHTREE CITY-FALCON FIELD (FFC)

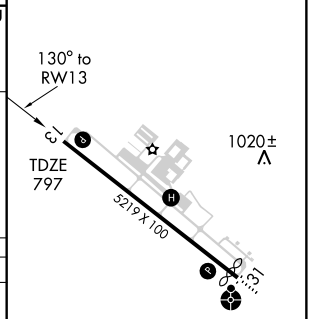
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Baro-VNAV, VDP and LNAV/VNAV DA NA when using Newnan Coweta County altimeter setting. When local altimeter setting not received; use Newnan Coweta County altimeter setting and increase LPV DA to 1094, all MDAs 60 feet and LNAV and circling visibility Cats C and D ¼ mile.

MISSED APPROACH: Climb to 3100 direct FANBU and hold, continue climb-in-hold to 3100.

ASOS	ATLANTA APP CON	CLNC DEL	UNICOM
118.525	119.8 343.6	119.8	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1047-1 250 (300-1)			
LNAV/ VNAV DA	1254-1¾ 457 (500-1¾)			
LNAV MDA	1360-1 563 (600-1)		1360-1½ 563 (600-1½)	1360-1¾ 563 (600-1¾)
CIRCLING	1360-1 552 (600-1)		1360-1½ 552 (600-1½)	1580-2½ 772 (800-2½)

REIL Rwy 13 L
MIRL Rwy 13-31 L

WAAS CH 72706 W31A	APP CRS 310°	Rwy Idg 5019 TDZE 808 Apt Elev 808

RNAV (GPS) RWY 31

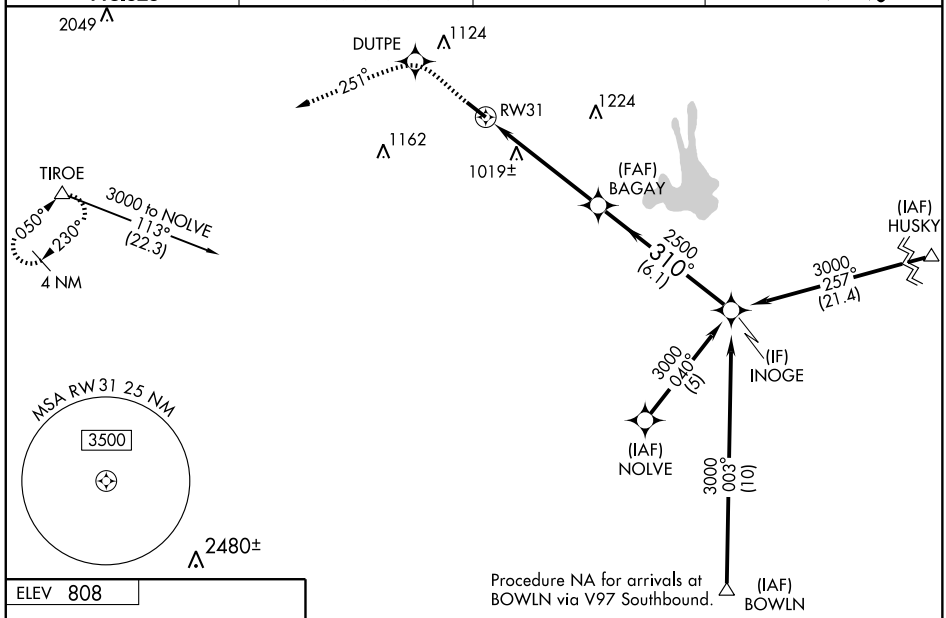
ATLANTA/ PEACHTREE CITY-FALCON FIELD (FFC)

Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Newnan Coweta County altimeter setting. When local altimeter setting not received, use Newnan Coweta County altimeter setting and increase LPV DA to 1176, LNAV/VNAV DA to 1228 and all MDA 60 feet. Increase LNAV/VNAV all Cats. visibility ¼ mile, LNAV Cat. C and D visibility ¼ mile and Circling Cat. D visibility ¼ mile.

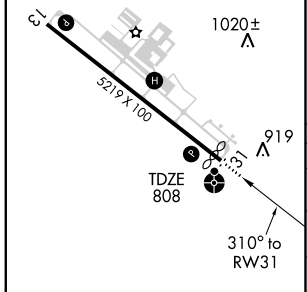
ODALS

MISSED APPROACH: Climb to 4000 direct DUTPE and via 251° track to TIROE and hold.

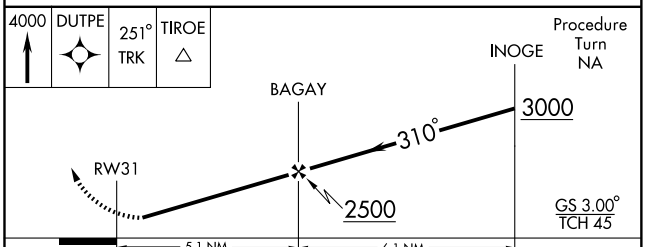
ASOS	ATLANTA APP CON	CLNC DEL	UNICOM
118.525	119.8 343.6	119.8	123.05 (CTAF) L



ELEV 808



REIL Rwy 13 L
MIRL Rwy 13-31 L



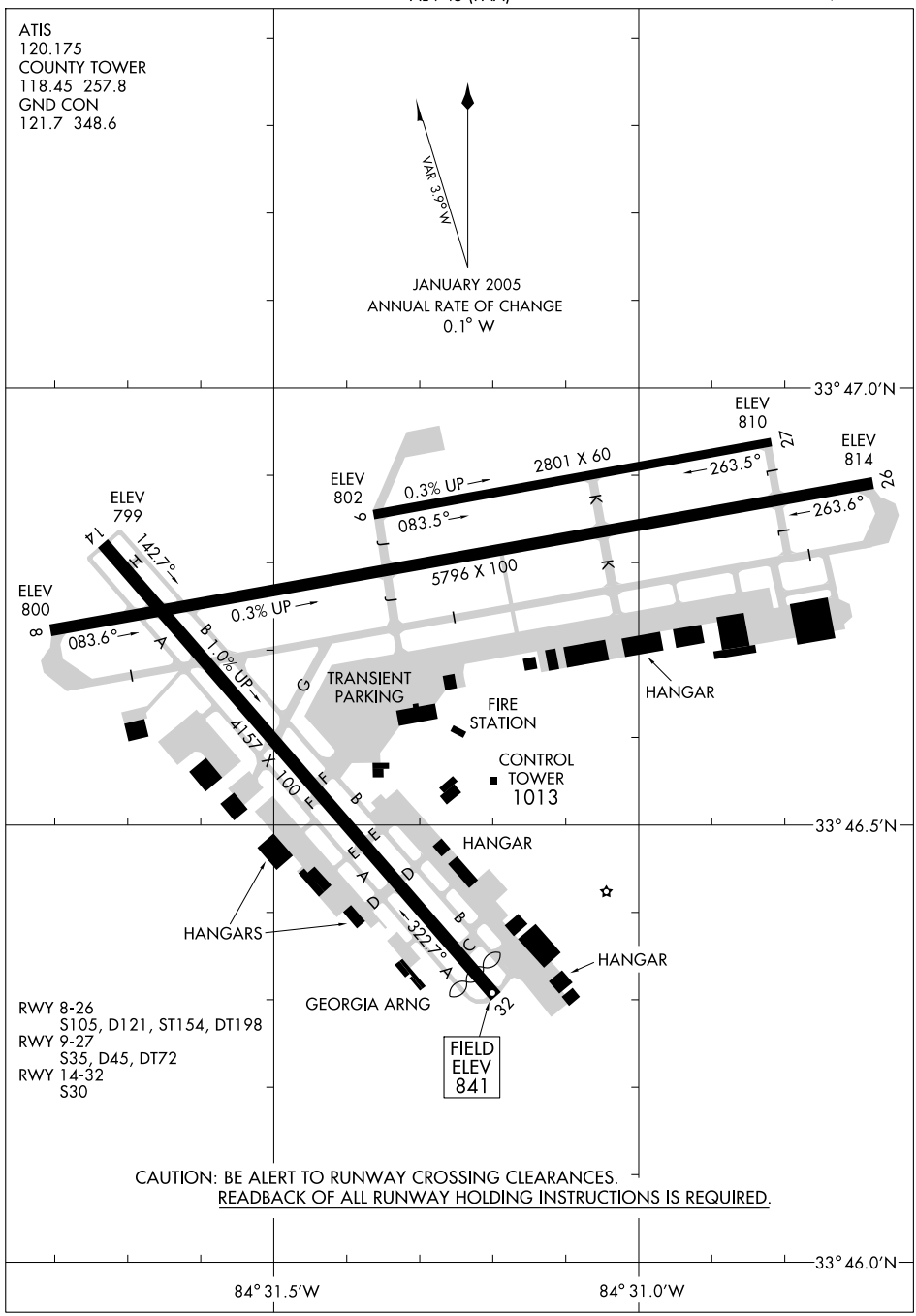
CATEGORY	A	B	C	D
LPV DA	1129-1¼ 321 (400-1¼)			
LNAV/ VNAV DA	1181-1¼ 373 (400-1¼)			
LNAV MDA	1280-1 472 (500-1)		1280-1¼ 472 (500-1¼)	1280-1½ 472 (500-1½)
CIRCLING	1320-1 512 (600-1)		1320-1½ 512 (600-1½)	1440-2 632 (700-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

09239

AIRPORT DIAGRAM

ATLANTA/FULTON COUNTY AIRPORT-BROWN FIELD (FTY)
AL-745 (FAA)
ATLANTA, GEORGIA



RWY 8-26
S105, D121, ST154, DT198
RWY 9-27
S35, D45, DT72
RWY 14-32
S30

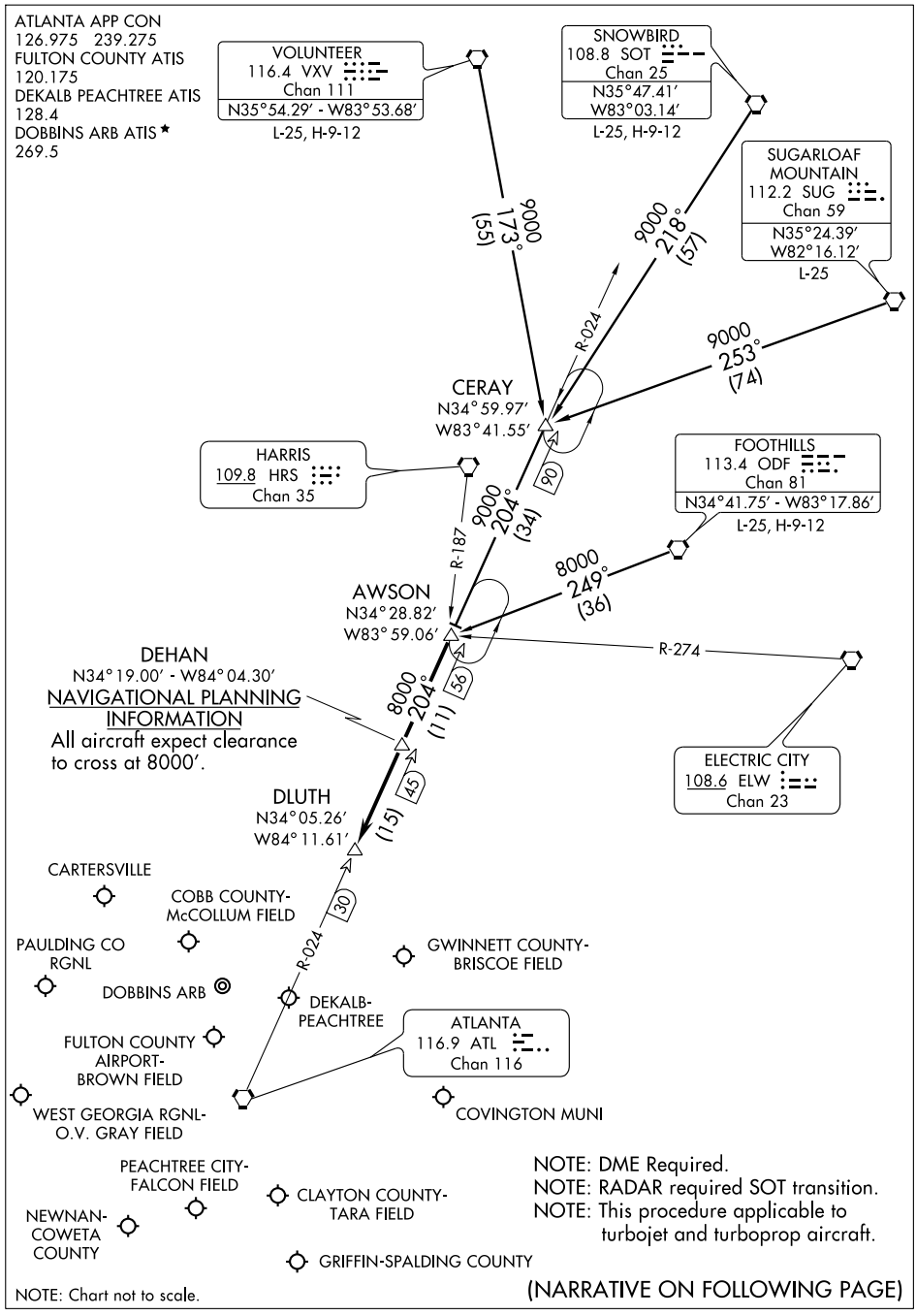
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-4, 22 OCT 2009 to 19 NOV 2009

AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4, 22 OCT 2009 to 19 NOV 2009

AWSON ONE ARRIVAL (AWSON.AWSON1) ST-469 (FAA) ATLANTA, GEORGIA

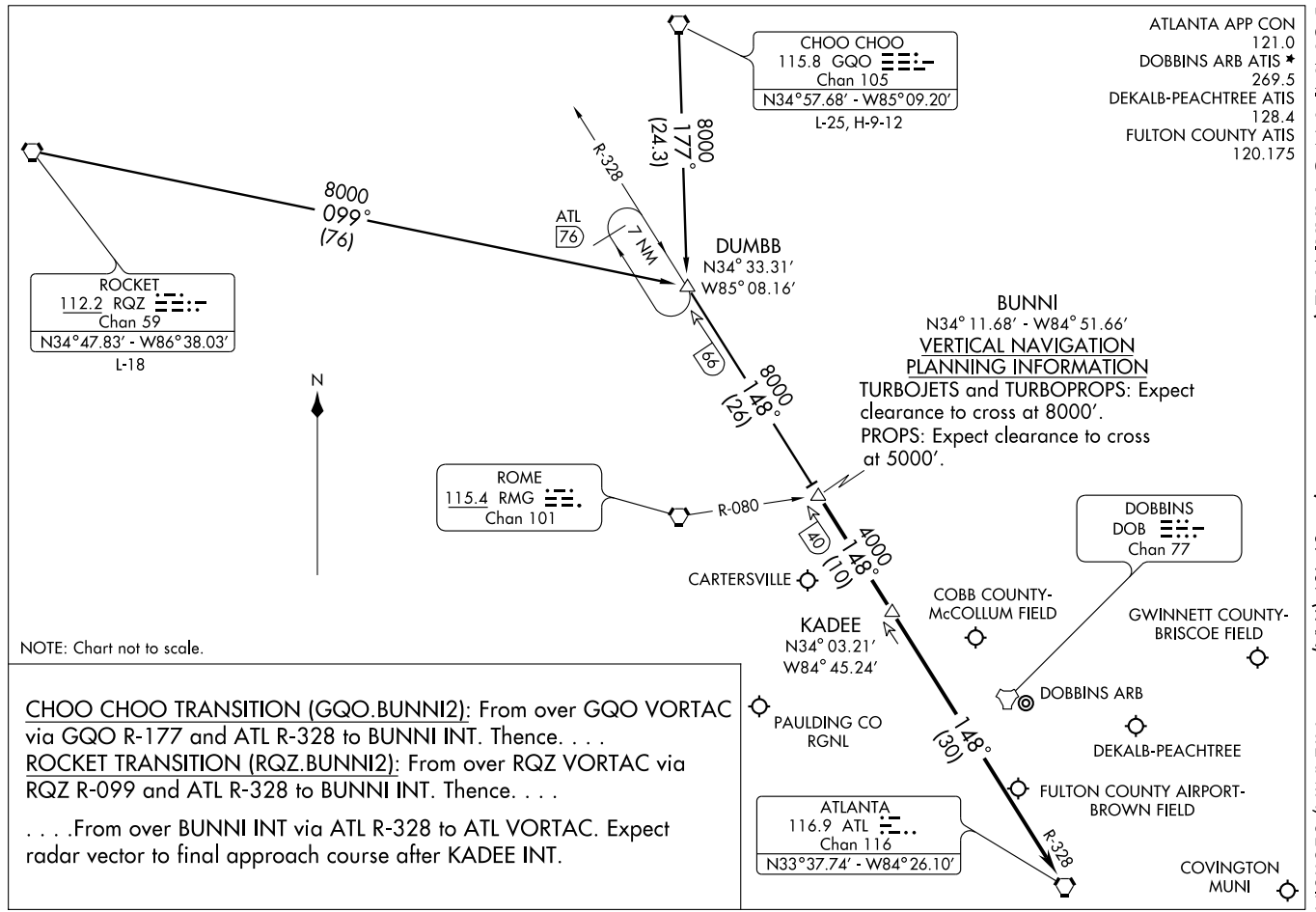
ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 22 OCT 2009 to 19 NOV 2009

BUNNI TWO ARRIVAL (BUNNI.BUNNI2)



NOTE: Chart not to scale.

CHOO CHOO TRANSITION (GQO.BUNNI2): From over GQO VORTAC via GQO R-177 and ATL R-328 to BUNNI INT. Thence. . . .

ROCKET TRANSITION (RQZ.BUNNI2): From over RQZ VORTAC via RQZ R-099 and ATL R-328 to BUNNI INT. Thence. . . .

. . . .From over BUNNI INT via ATL R-328 to ATL VORTAC. Expect radar vector to final approach course after KADEE INT.

LOC I-FTY	APP CRS	Rwy Idg	5796
109.1	082°	TDZE	808
		Apt Elev	841

ILS RWY 8

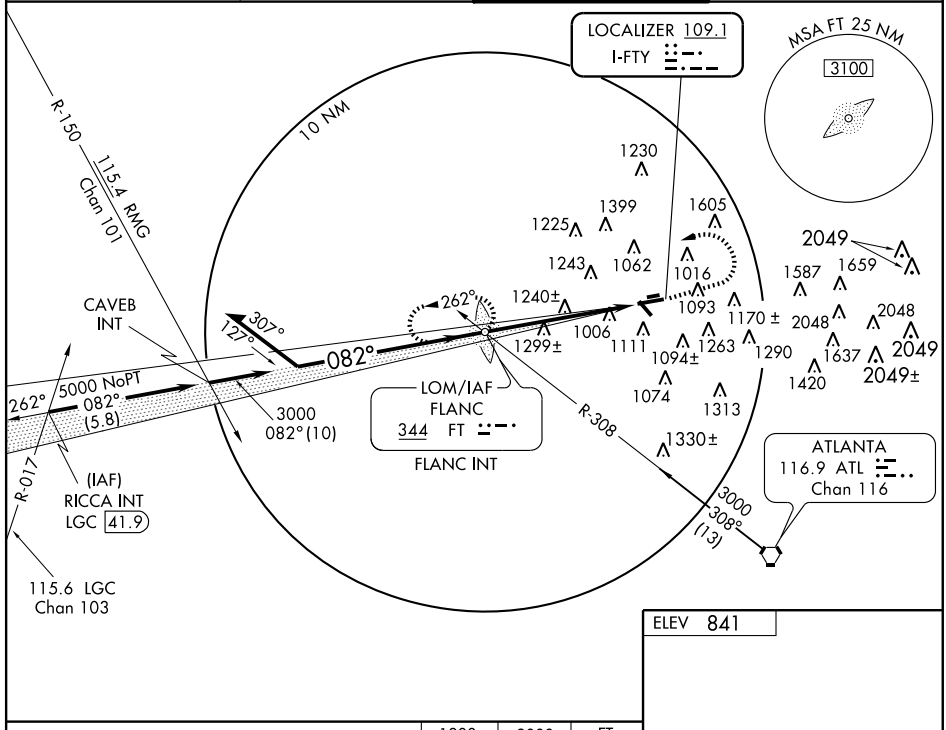
ATLANTA/ FULTON COUNTY AIRPORT-BROWN FIELD (FTY)

For inoperative MALSR, increase S-LOC 8 Cat A visibility to 1 mile.
ADF REQUIRED
NOTE: Ridge with trees, to 1299 feet MSL between outer marker and runway threshold may be obscured by clouds even with airfield ceiling at or above procedure minimums.

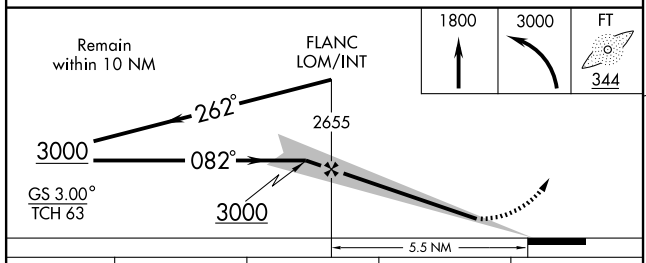
MALSR

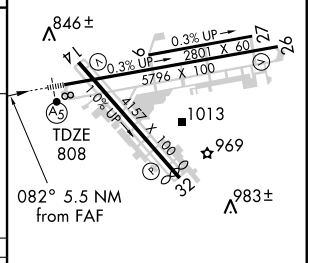
MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct FLANC LOM/Int and hold.

ATIS	ATLANTA APP CON	COUNTY TOWER	GND CON
120.175	121.0 268.7	118.45 257.8	121.7 348.6



SE-4, 22 OCT 2009 to 19 NOV 2009





CATEGORY	A	B	C	D
S-ILS 8	1078-¾ 270 (300-¾)			
S-LOC 8	1560-¾ 752 (800-¾)		1560-1¾ 752 (800-1¾)	1560-2 752 (800-2)
CIRCLING	1560-1 719 (800-1)	1560-1¼ 719 (800-1¼)	1560-2¼ 719 (800-2¼)	1580-2½ 739 (800-2½)

HIRL Rwy 8-26
MIRL Rwy 14-32
REIL Rwys 14 and 26

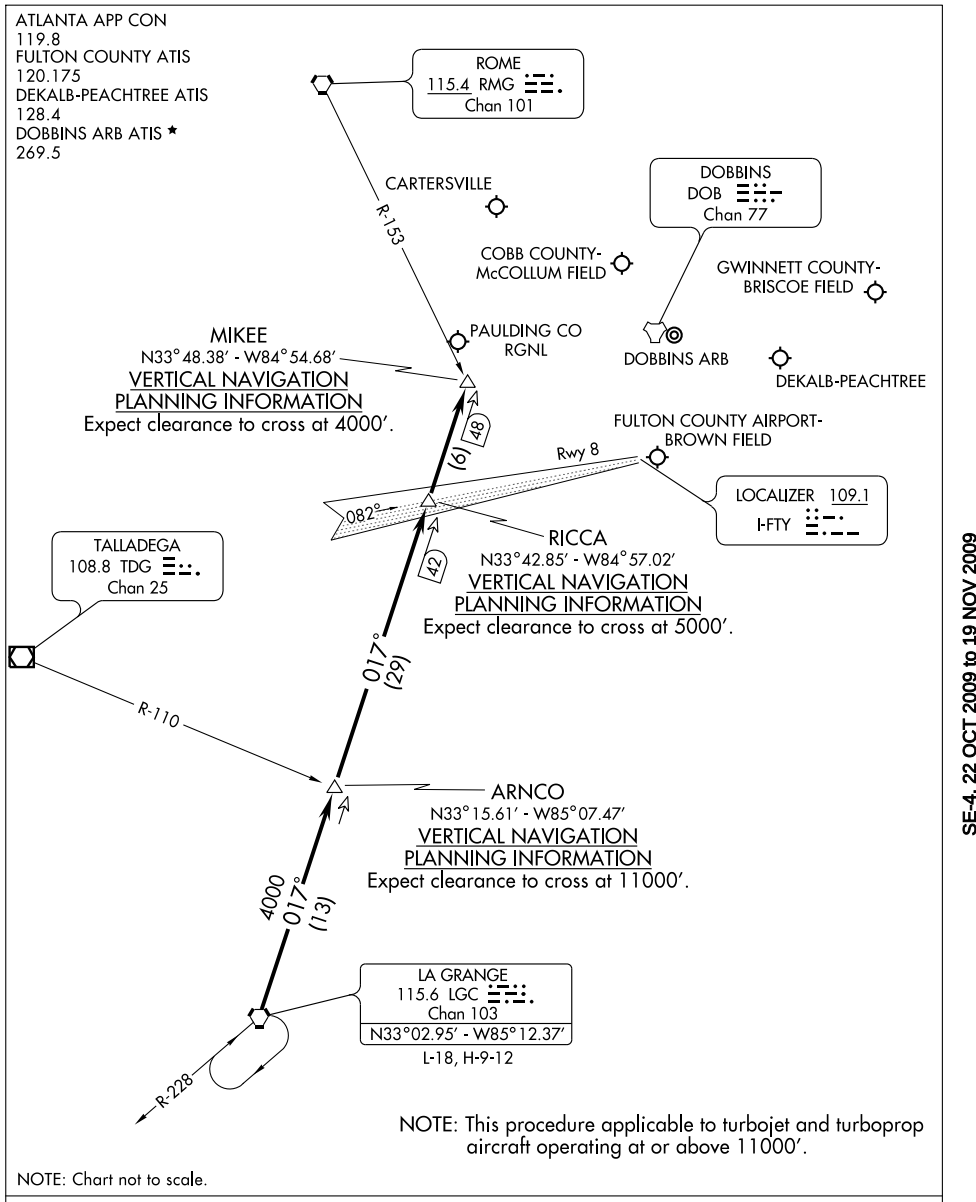
FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

MIKEE FOUR ARRIVAL (LGC.MIKEE4)

ST-469 (FAA)

ATLANTA, GEORGIA



From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

SE-4, 22 OCT 2009 to 19 NOV 2009

LOM	FT	APP CRS	Rwy Idg	5796
	344	082°	TDZE	808
			Apt Elev	841

NDB RWY 8

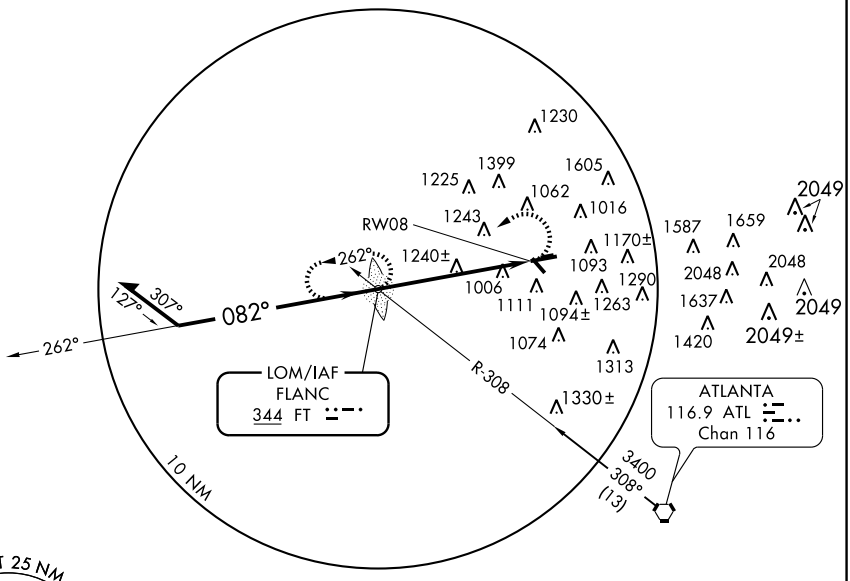
ATLANTA / FULTON COUNTY AIRPORT-BROWN FIELD (FTY)

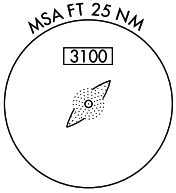
Circling NA at night. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Hartsfield Jackson Atlanta Intl altimeter setting and increase all MDA 60 feet, increase S-8 Cat. C and D and Circling Cat. C and D visibility ¼ mile. Inoperative table does not apply.

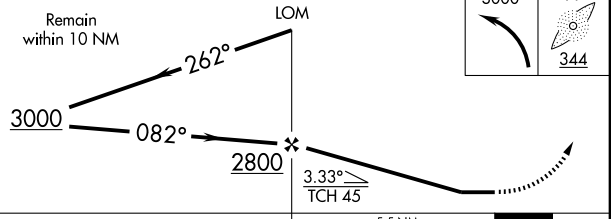
MALSR

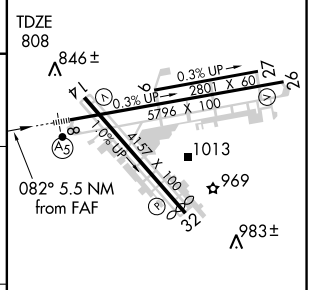
MISSED APPROACH: Climbing left turn to 3000 direct FT LOM and hold.

ATIS	ATLANTA APP CON	COUNTY TOWER	GND CON
120.175	121.0 268.7	118.45 257.8	121.7 348.6









CATEGORY	A	B	C	D
S-8	1600-1 792 (800-1)	1600-1¼ 792 (800-1¼)	1600-2¼ 792 (800-2¼)	1600-2½ 792 (800-2½)
CIRCLING	1600-1 759 (800-1)	1600-1¼ 759 (800-1¼)	1600-2¼ 759 (800-2¼)	1600-2½ 759 (800-2½)

HIRL Rwy 8-26
MIRL Rwy 14-32
REIL Rwys 14 and 26

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5796
262°	TDZE	814
	Apt Elev	841

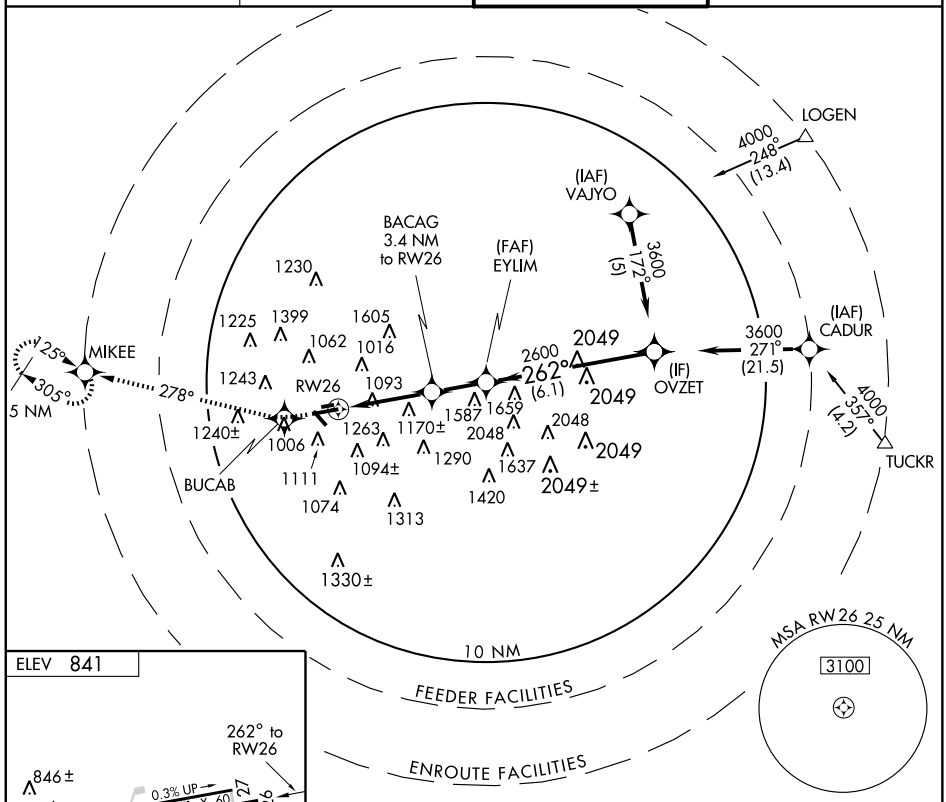
RNAV (GPS) RWY 26

ATLANTA/ FULTON COUNTY AIRPORT-BROWN FIELD (FTY)

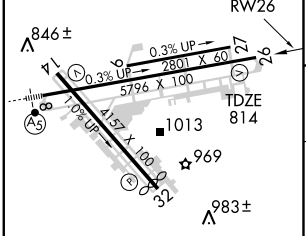
If local altimeter setting not received, use Hartsfield Jackson Atlanta Intl altimeter setting and increase all MDAs 60 feet.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

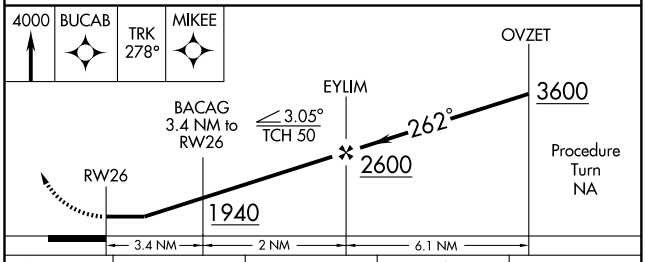
MISSED APPROACH: Climb to 4000 direct BUCAB and via 278° track to MIKEE and hold.

ATIS	ATLANTA APP CON	COUNTY TOWER	GND CON
120.175	121.0 268.7	118.45 257.8	121.7 348.6



SE-4, 22 OCT 2009 to 19 NOV 2009





CATEGORY	A	B	C	D
LNAV MDA	1480-1	666 (700-1)	1480-1¾ 666 (700-1¾)	1480-2 666 (700-2)
CIRCLING	1480-1	639 (700-1)	1480-1¾ 639 (700-1¾)	1580-2¼ 739 (800-2¼)

REIL Rwys 14 and 26
MIRL Rwy 14-32
HIRL Rwy 8-26

WAAS CH 65804 W08A	APP CRS 082°	Rwy Idg 5796 TDZE 808 Apt Elev 841

RNAV (GPS) Y RWY 8

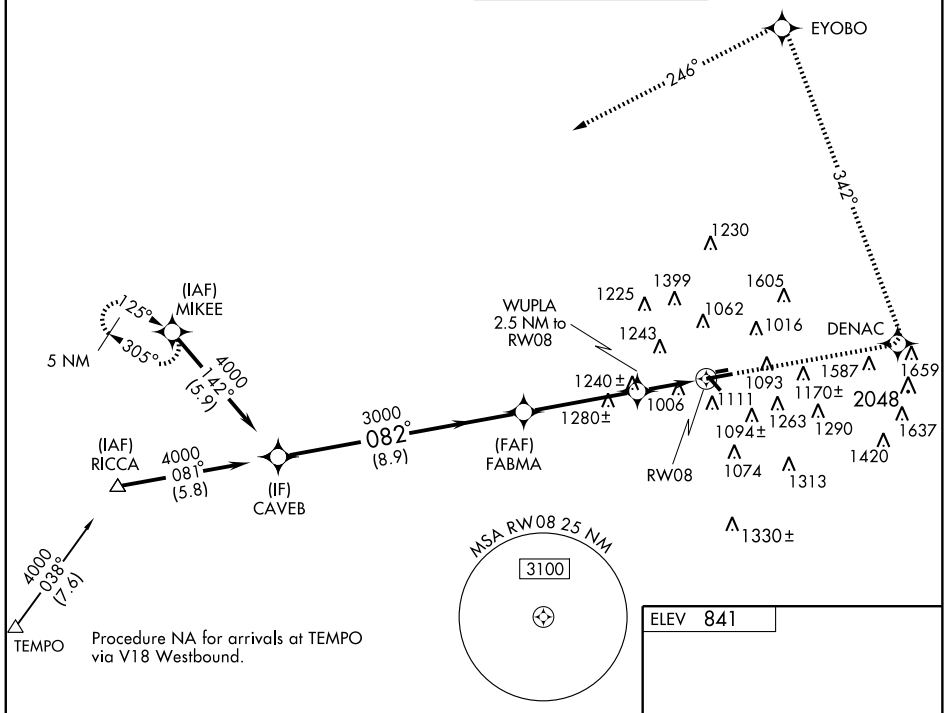
ATLANTA/ FULTON COUNTY AIRPORT-BROWN FIELD (FTY)

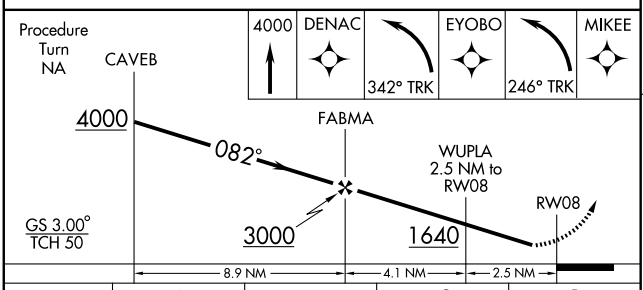
For inoperative MALSR, increase LPV all Cats visibility to ½ . If local altimeter setting not received, use Hartsfield Jackson Atlanta Intl altimeter setting and increase all DAs/MDAs 60 feet. Inoperative table does not apply to LNAV Cats A and B. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

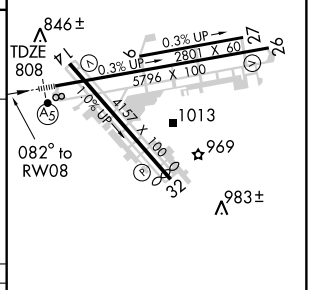
MALSR

MISSED APPROACH: Climb to 4000 direct DENAC and left turn via 342° track to EYOBO and left turn via 246° track to MIKEE and hold.

ATIS	ATLANTA APP CON	COUNTY TOWER	GND CON
120.175	121.0 268.7	118.45 257.8	121.7 348.6







CATEGORY	A	B	C	D
LPV DA		1235-1	427 (400-1)	
LNAV MDA	1500-1	692 (700-1)	1500-1½ 692 (700-1½)	1500-1¾ 692 (700-1¾)
CIRCLING	1500-1	659 (700-1)	1500-2 659 (700-2)	1580-2¼ 739 (800-2¼)

HIRL Rwy 8-26
MIRL Rwy 14-32
REIL Rwys 14 and 26

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5796
082°	TDZE	808
	Apt Elev	841

RNAV (RNP) Z RWY 8

ATLANTA/ FULTON COUNTY AIRPORT-BROWN FIELD (FTY)

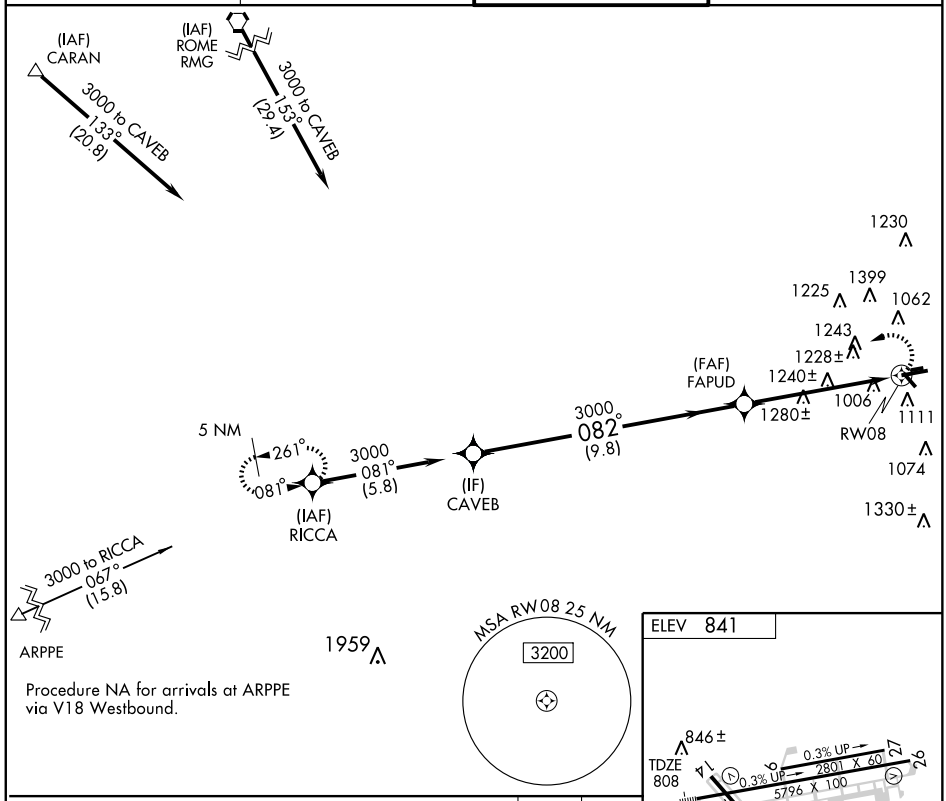
GPS required. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 45°C (114°F).
For inoperative MALSR, increase RNP 0.30 visibility to 2¼.
Procedure NA for wingspans greater than 136 feet.

NA

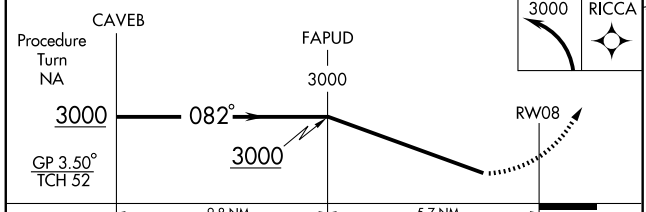
MALSR

MISSED APPROACH:
Climbing left turn to 3000 direct RICCA and hold.

ATIS	ATLANTA APP CON	COUNTY TOWER	GND CON
120.175	121.0 268.7	118.45 257.8	121.7 348.6



Procedure NA for arrivals at ARPPE via V18 Westbound.

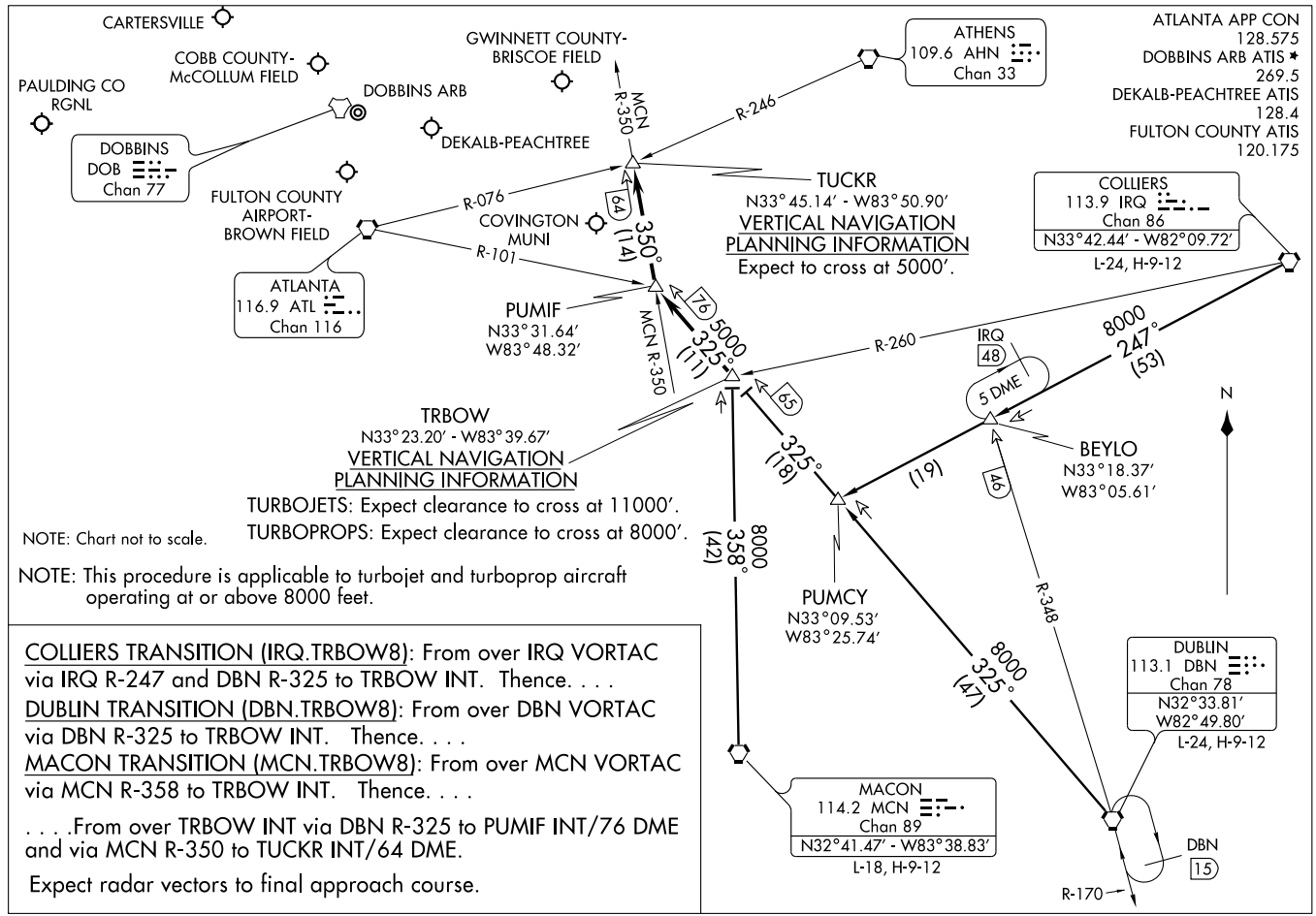


CATEGORY	A	B	C	D
RNP 0.30 DA	1534-1¾	726 (700-1¾)		NA

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

HIRL Rwy 8-26
MIRL Rwy 14-32
REIL Rwys 14 and 26

SE-4, 22 OCT 2009 to 19 NOV 2009



COLLIERS TRANSITION (IRQ.TRBOW8): From over IRQ VORTAC via IRQ R-247 and DBN R-325 to TRBOW INT. Thence. . . .

DUBLIN TRANSITION (DBN.TRBOW8): From over DBN VORTAC via DBN R-325 to TRBOW INT. Thence. . . .

MACON TRANSITION (MCN.TRBOW8): From over MCN VORTAC via MCN R-358 to TRBOW INT. Thence. . . .

. . . .From over TRBOW INT via DBN R-325 to PUMIF INT/76 DME and via MCN R-350 to TUCKR INT/64 DME.

Expect radar vectors to final approach course.

(TRBOW.TRBOW8) 09183
TRBOW EIGHT ARRIVAL
ST-469 (FAA)
ATLANTA, GEORGIA

VOR/DME PDK	APP CRS	Rwy Idg	N/A
116.6	245°	TDZE	N/A
Chan 113		Apt Elev	841

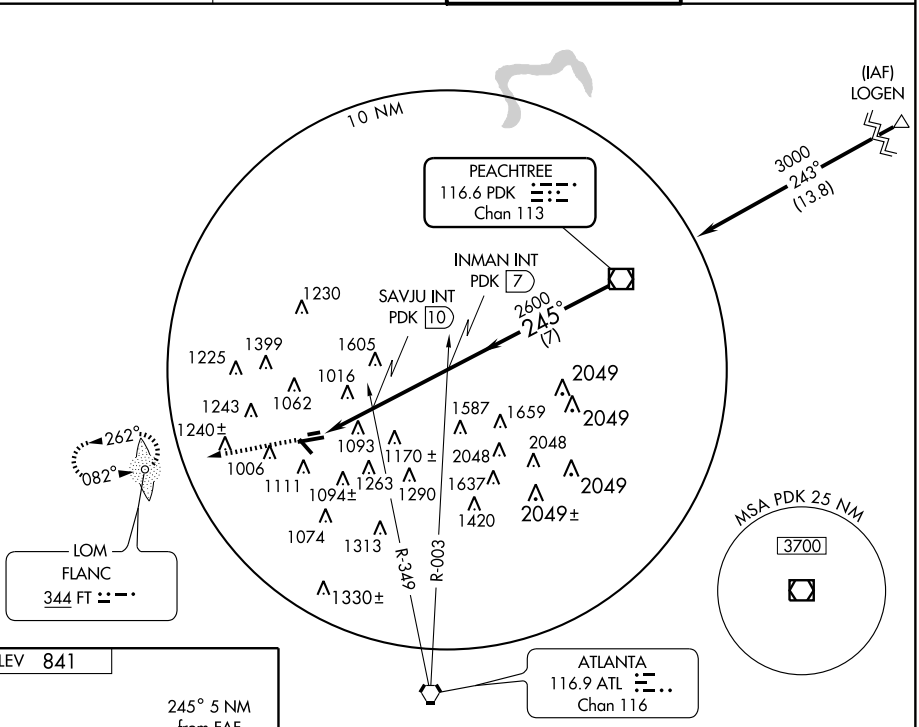
VOR-A

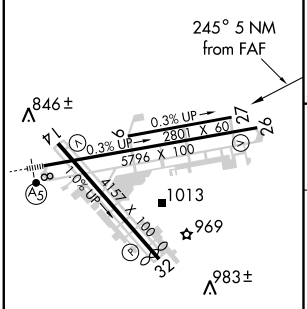
ATLANTA/ FULTON COUNTY AIRPORT-BROWN FIELD (FTY)

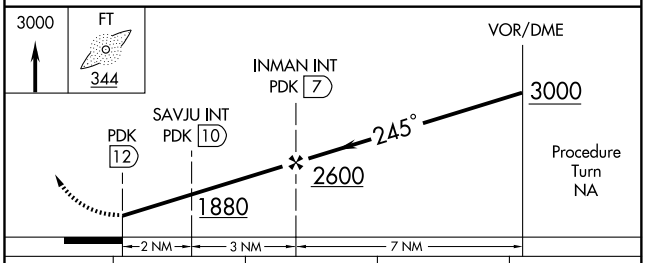
ADF or RADAR REQUIRED

MISSED APPROACH: Climb to 3000 direct FLANC LOM and hold.

ATIS	ATLANTA APP CON	COUNTY TOWER	GND CON
120.175	121.0 268.7	118.45 257.8	121.7 348.6







HIRL Rwy 8-26
MIRL Rwy 14-32
REIL Rwys 14 and 26

FAF to MAP	5 NM				
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	1880-1¼ 1039 (1100-1¼)	1880-1½ 1039 (1100-1½)	1880-3 1039 (1100-3)	
SAVJU FIX MINIMUMS				
CIRCLING	1460-1 619 (700-1)		1520-2 679 (700-2)	1580-2¼ 739 (800-2¼)

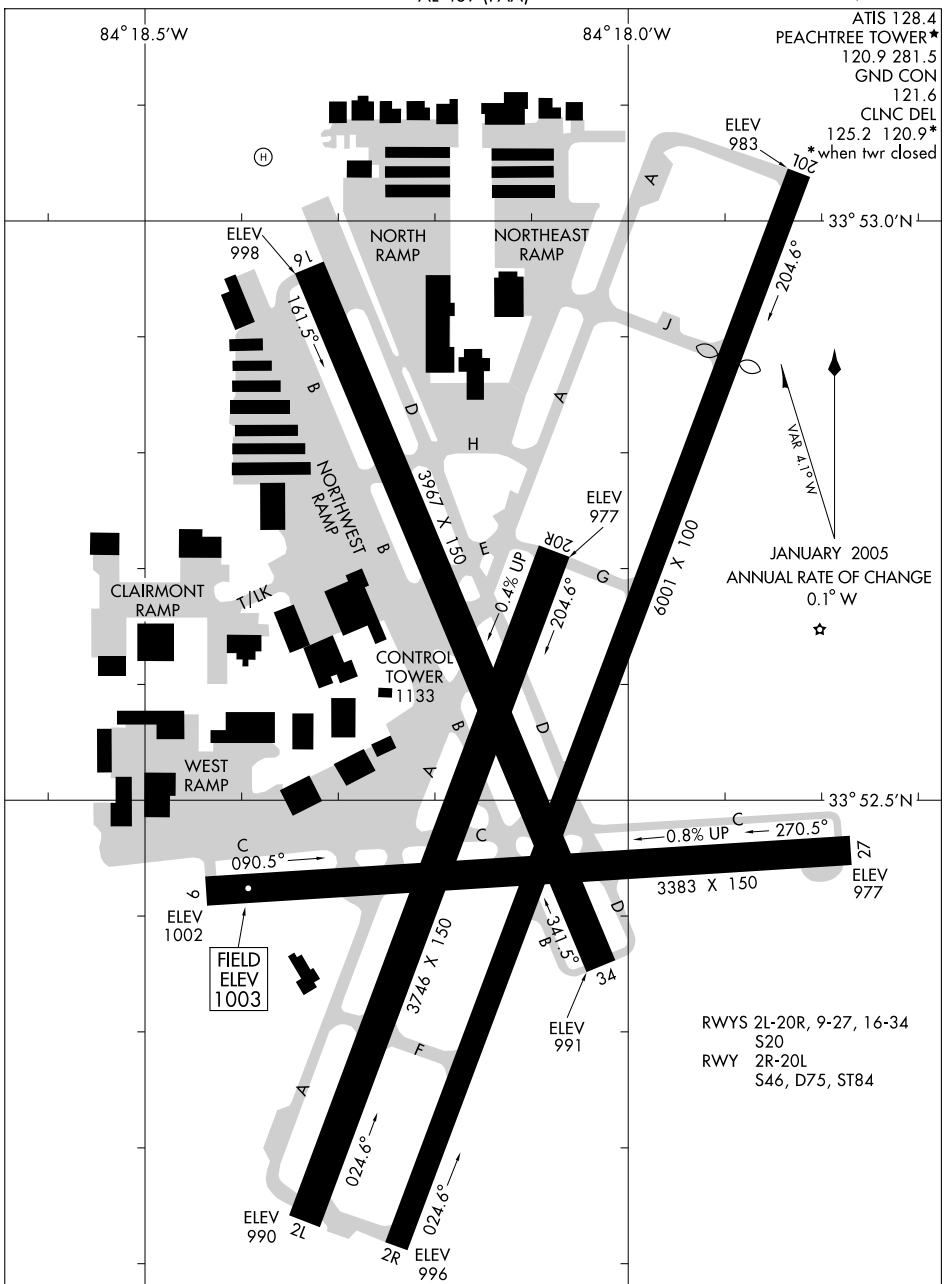
SE-4, 22 OCT 2009 to 19 NOV 2009

09015

AIRPORT DIAGRAM

AL-469 (FAA)

ATLANTA/DEKALB-PEACHTREE (PDK)
ATLANTA, GEORGIA



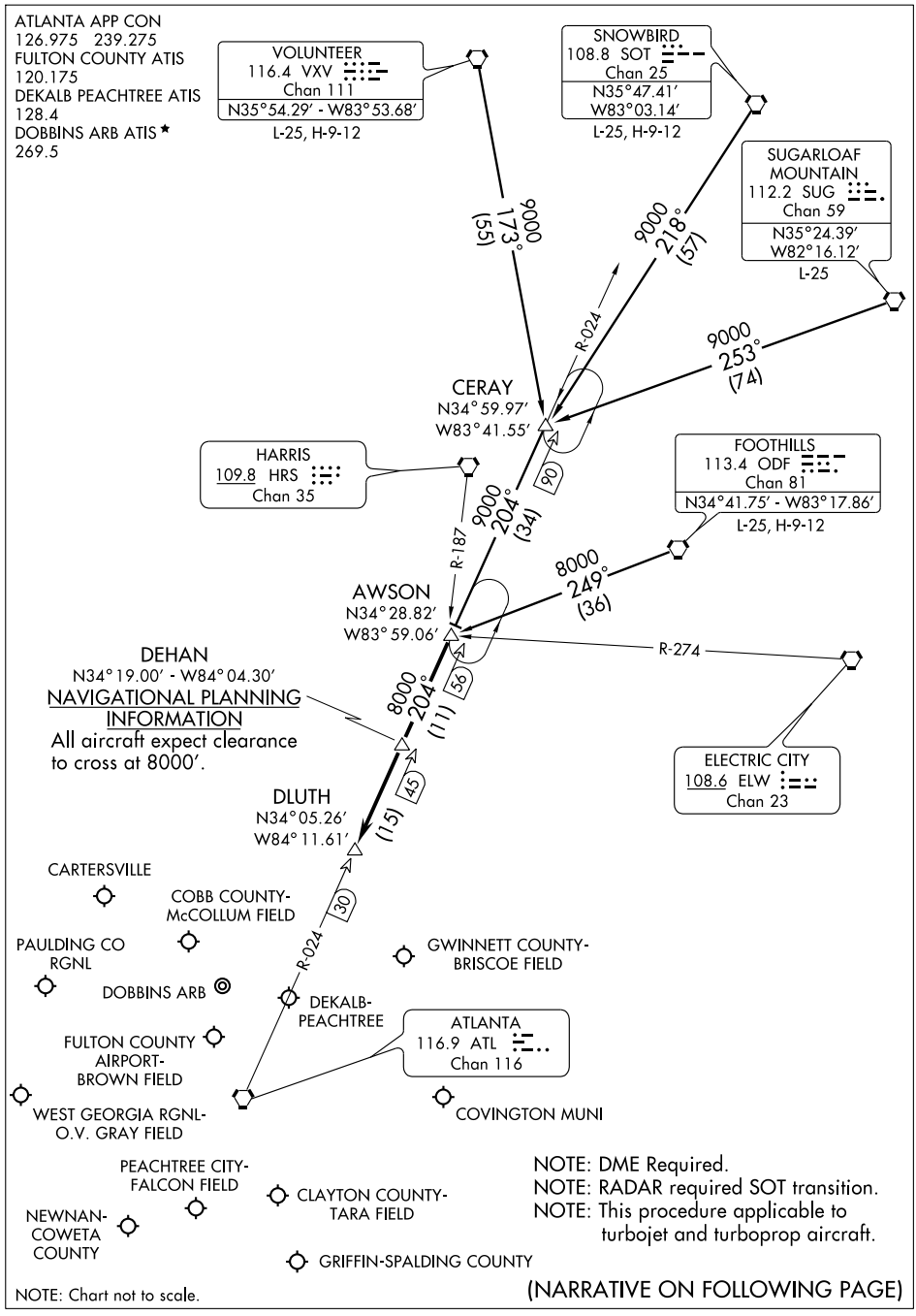
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-4, 22 OCT 2009 to 19 NOV 2009

AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4, 22 OCT 2009 to 19 NOV 2009

AWSON ONE ARRIVAL (AWSON.AWSON1) ST-469 (FAA) ATLANTA, GEORGIA

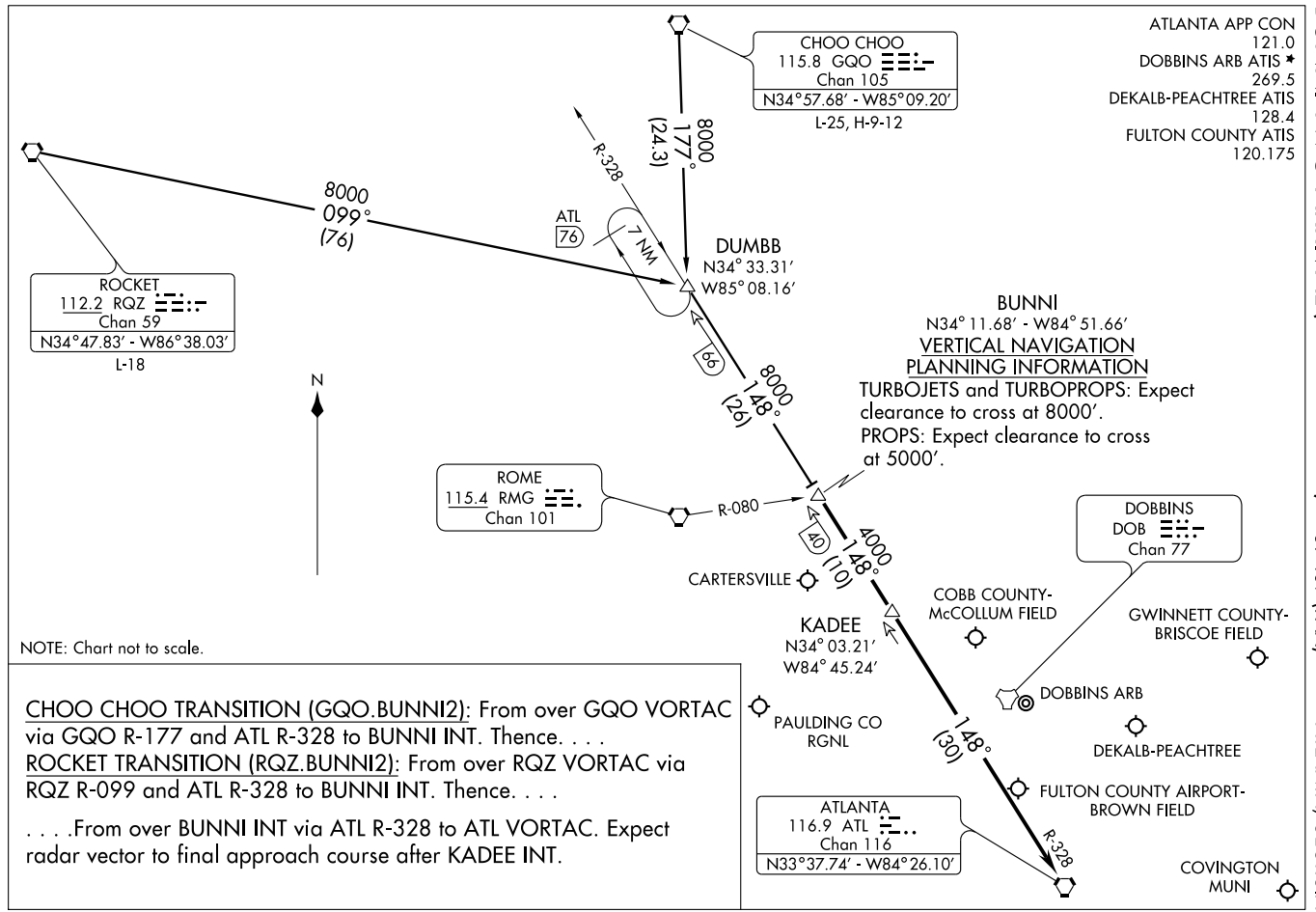
ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 22 OCT 2009 to 19 NOV 2009

BUNNI TWO ARRIVAL (BUNNI.BUNNI2)



NOTE: Chart not to scale.

CHOO CHOO TRANSITION (GQO.BUNNI2): From over GQO VORTAC via GQO R-177 and ATL R-328 to BUNNI INT. Thence. . . .

ROCKET TRANSITION (RQZ.BUNNI2): From over RQZ VORTAC via RQZ R-099 and ATL R-328 to BUNNI INT. Thence. . . .

. . . .From over BUNNI INT via ATL R-328 to ATL VORTAC. Expect radar vector to final approach course after KADEE INT.

LOC I-PDK	APP CRS	Rwy Idg	5001
111.1	203°	TDZE	991
		Apt Elev	1002

ILS or LOC RWY 20L

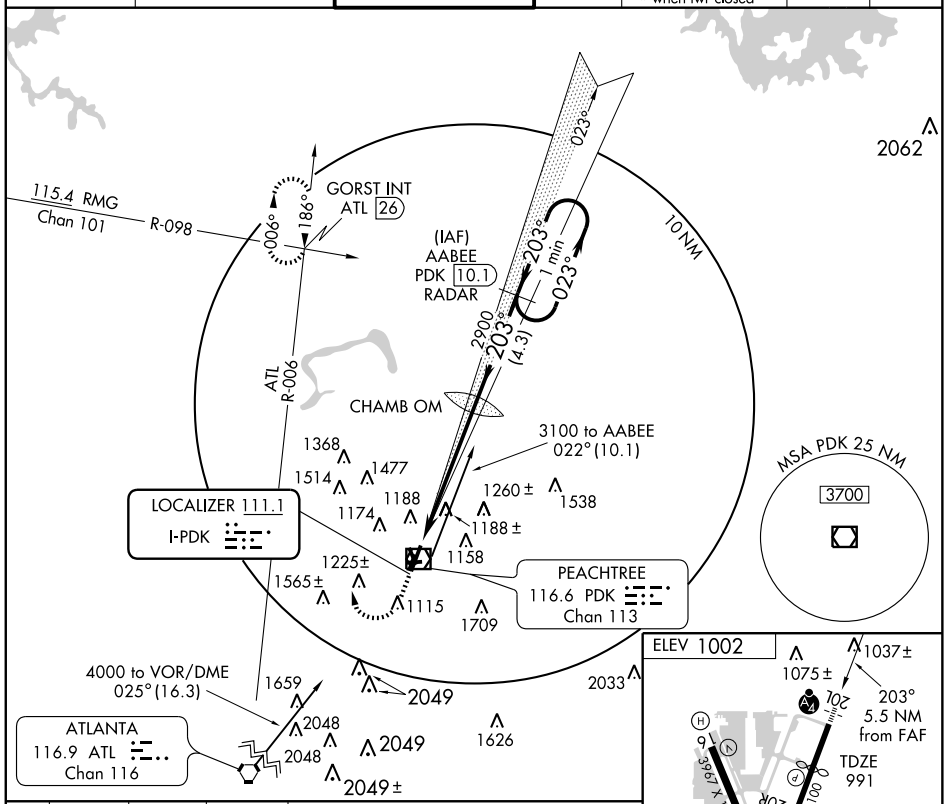
ATLANTA/ DEKALB-PEACHTREE (PDK)

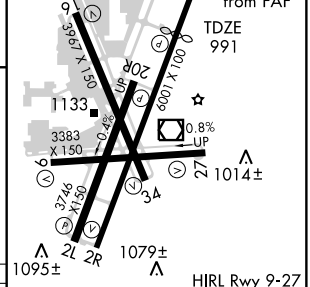
Numerous towers to heights of 2000+ MSL in sector south of airport. If local altimeter not received, use Fulton County-Brown Field altimeter setting and increase all MDAs 40 feet.
Inoperative table does not apply to Localizer Cat C.
DME or RADAR REQUIRED.

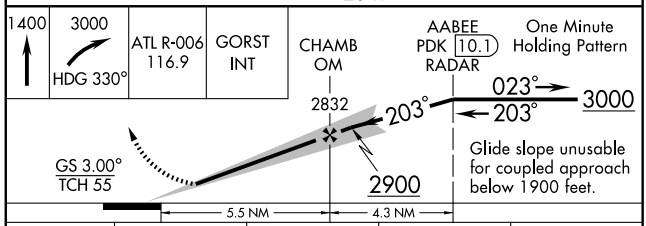
MALSF

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 via heading 330° and ATL R-006 to GORST Int/ATL 26 DME and hold.

ATIS	ATLANTA APP CON	PEACHTREE TOWER ★	GND CON	CLNC DEL	UNICOM	
128.4	126.975 239.275	120.9 (CTAF) 281.5	121.6	125.2 120.9* * when twr closed	122.95	120.0 L







CATEGORY	A	B	C	D
S-ILS 20L	1241-¾ 250 (300-¾)			
S-LOC 20L	1580-¾ 589 (600-¾)		1580-1½ 589 (600-1½)	1580-1¾ 589 (600-1¾)
CIRCLING	1580-1 578 (600-1)		1580-1½ 578 (600-1½)	1580-2 578 (600-2)

FAF to MAP 5.5 NM

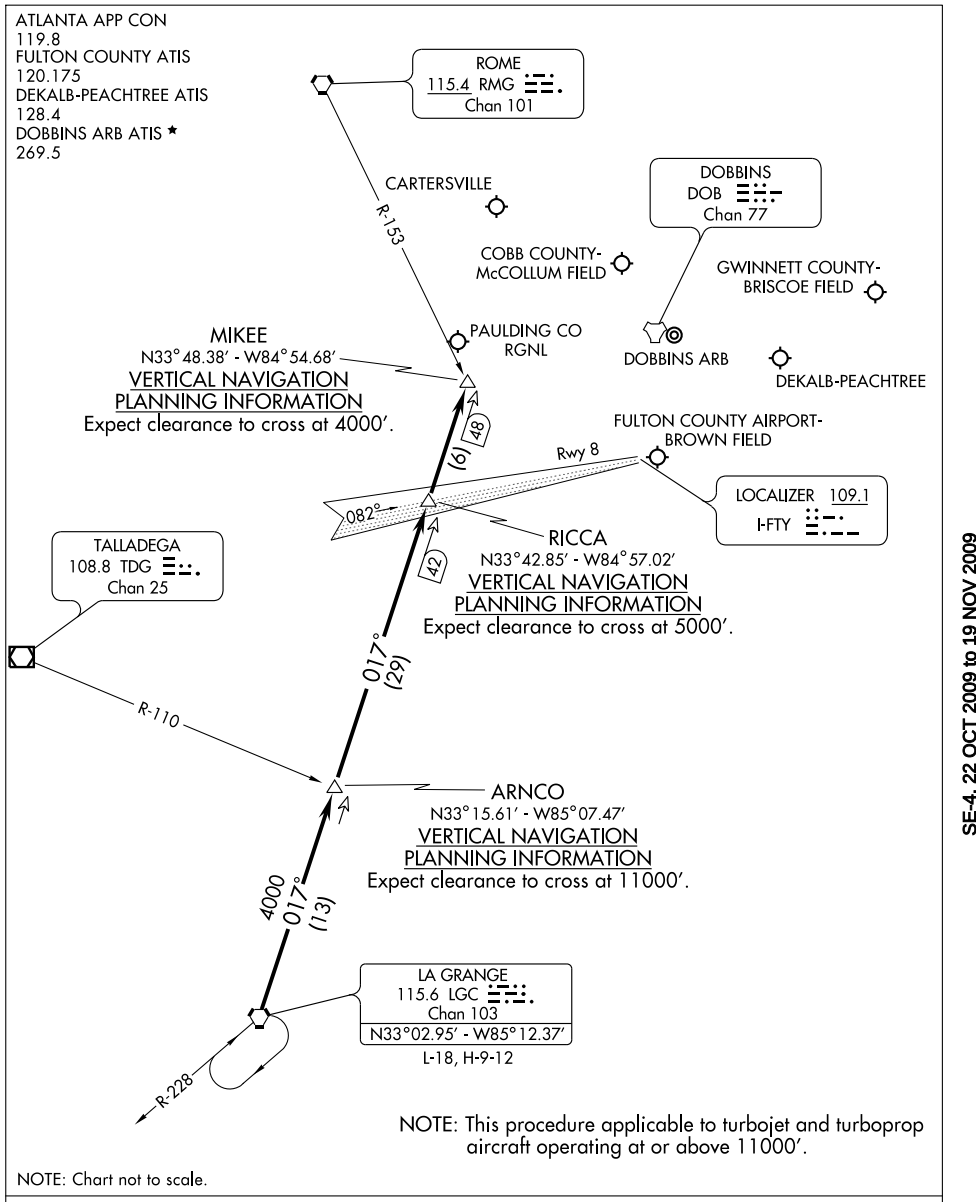
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-4, 22 OCT 2009 to 19 NOV 2009

MIKEE FOUR ARRIVAL (LGC.MIKEE4)

ST-469 (FAA)

ATLANTA, GEORGIA



From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	3383
268°	TDZE	1003
	Apt Elev	1003

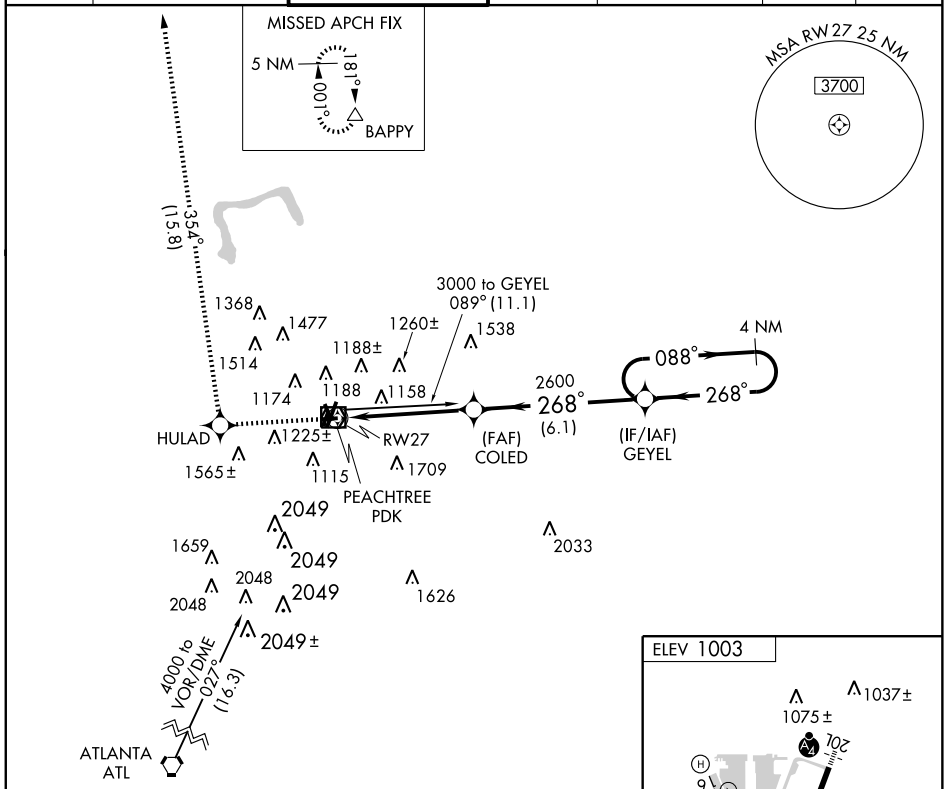
RNAV (GPS) RWY 27

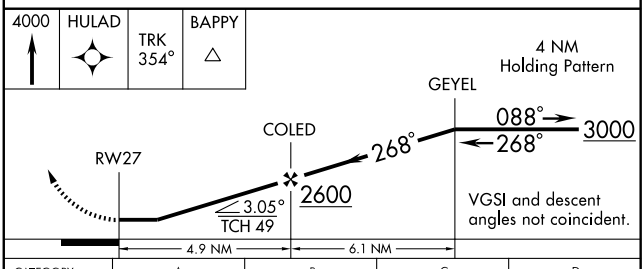
ATLANTA/ DEKALB-PEACHTREE (PDK)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Fulton County-Brown Field altimeter setting and increase all MDAs 60 feet. Straight-in minimums NA at night. Circling to Rwys 2L, 9, 16, 20R, 27, 34 NA at night.

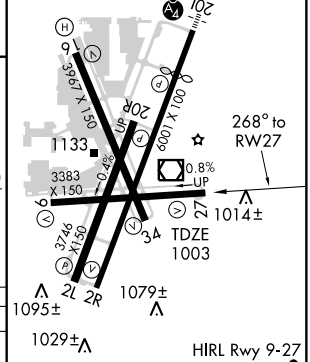
MISSED APPROACH: Climb to 4000 direct HULAD and via 354° track to BAPPY and hold.

ATIS	ATLANTA APP CON	PEACHTREE TOWER★	GND CON	CLNC DEL	UNICOM	
128.4	126.975 239.275	120.9 (CTAF) 281.5	121.6	125.2 120.9* ★when twr closed	122.95	120.0





CATEGORY	A	B	C	D
LNAV MDA	1420-1	417 (500-1)	1420-1¼	417 (500-1¼)
CIRCLING	1500-1	497 (500-1)	1500-1½ 497 (500-1½)	1580-2 577 (600-2)



HIRL Rwy 9-27
HIRL Rwy 2R-20L
REIL Rwys 2R, 9, 27 and 34
MIRL Rwys 16-34 and 2L-20R

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5001
218°	TDZE	991
	Apt Elev	1003

RNAV (GPS) Y RWY 20L

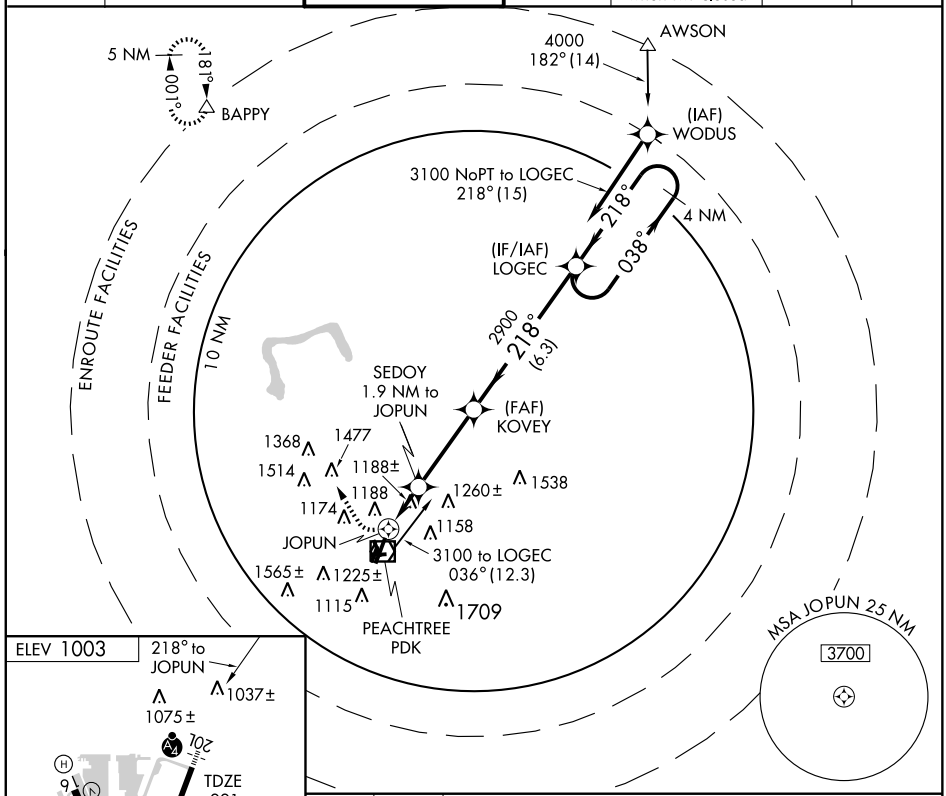
ATLANTA/ DEKALB-PEACHTREE (PDK)

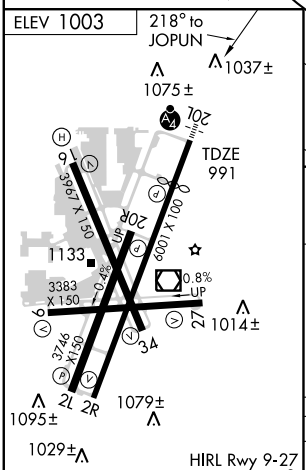
DME/DME RNP-0.3 NA. If local altimeter not received, use Fulton County-Brown Field altimeter setting and increase all MDAs 60 feet. VDP NA when using Fulton County-Brown Field altimeter setting. Circling to Rwy's 2L, 9, 16, 20R, 27, 34 NA at night. Inoperative table does not apply to Cat C.

MALSF

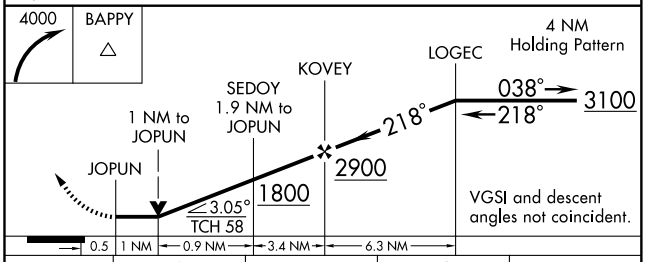
MISSED APPROACH: Climbing right turn to 4000 direct BAPPY and hold.

ATIS	ATLANTA APP CON	PEACHTREE TOWER★	GND CON	CLNC DEL	UNICOM	
128.4	126.975 239.275	120.9 (CTAF) 281.5	121.6	125.2 120.9* *when twr closed	122.95	120.0





HIRL Rwy 9-27
HIRL Rwy 2R-20L
REIL Rwys 2R, 9, 27 and 34
MIRL Rwys 16-34 and 2L-20R



CATEGORY	A	B	C	D
LNAV MDA	1500-¾ 509 (500-¾)		1500-1½ 509 (500-1½)	
CIRCLING	1500-1 497 (500-1)		1500-1½ 497 (500-1½)	1580-2 577 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	6001
022°	TDZE	996
	Apt Elev	1003

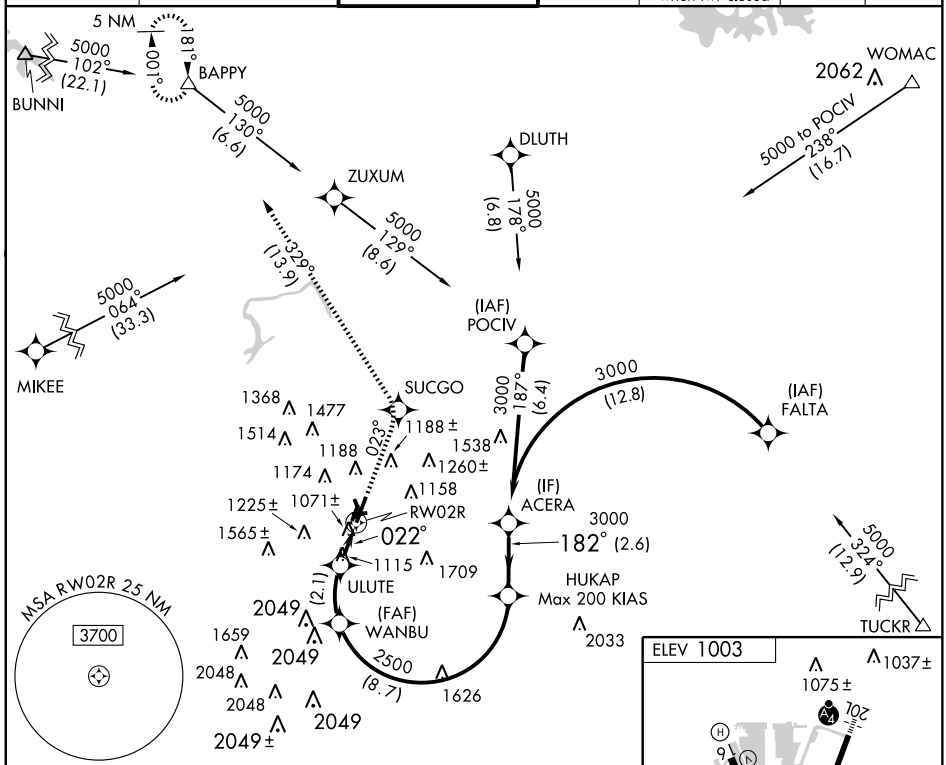
RNAV (RNP) RWY 2R

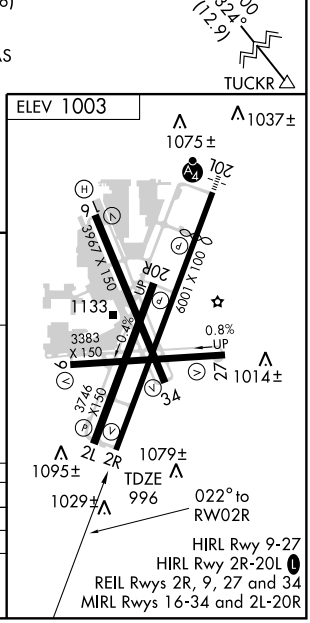
ATLANTA/ DEKALB-PEACHTREE (PDK)

NA — Procedure NA for wingspans greater than 136 ft. RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -8° C (18° F) or above 36° C (98° F).

MISSED APPROACH: Climb to 4000 direct SUCGO and via 329° track to BAPPY and hold.

ATIS	ATLANTA APP CON	PEACHTREE TOWER ★	GND CON	CLNC DEL	UNICOM	
128.4	126.975 239.275	120.9 (CTAF) 281.5	121.6	125.2 120.9 * * when twr closed	122.95	120.0 L

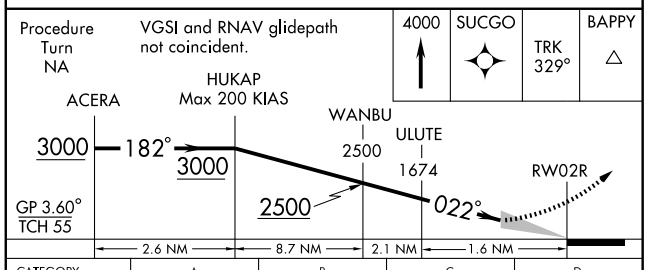




Procedure Turn NA

VGSI and RNAV glidepath not coincident.

4000	SUCGO	TRK 329°	BAPPY



CATEGORY	A	B	C	D
RNP 0.20 DA	1336-1	340 (400-1)		NA
RNP 0.30 DA	1416-1¼	420 (500-1¼)		NA

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5001
203°	TDZE	991
	Apt Elev	1003

RNAV (RNP) Z RWY 20L

ATLANTA/DEKALB-PEACHTREE (PDK)

T NA — GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -8°C (18°F) or above 47°C (116°F). For inoperative MALSF, increase RNP 0.30 visibility to 1¾.

MALSF

MISSED APPROACH: Climbing right turn to 3100 direct DODME and hold.

ATIS	ATLANTA APP CON	PEACHTREE TOWER ★	GND CON	CLNC DEL	UNICOM	
128.4	126.975 239.275	120.9 (CTAF) 281.5	121.6	125.2 120.9* *when twr closed	122.95	120.0 L

2142

RF Required.

(IAF) BUNNI — 5000 to RUKKO 095° (26) — 4 NM — 232° / 052° — (IAF) DODME — 5000 (4.7) — RUKKO — 3000 (11.6) — (IAF) DLUTH — 3000 211° (3.7) — 3000 (11.6) — FELOR — 3200 to FELOR 252° (8.6) — (IAF) WOMAC 2049

5000 to DODME 052° (31.7) — (IAF) MIKEE — RF Required.

(IF) AABEE — 3000 252° (8.6) — CALUX

2900 203° (4) — (FAF) TELUY

MSA RW20L 25 NM — 3800

1368 — 1477 — 1514 — 1188 — 1177 — 1188 ± — 1538 — 1260 ± — 1174 — 1158 — RW20L

3100 to CALUX 333° (20.1) — (IAF) TUCKR — RF Required.

1225 ± — 1709 — 2049 — 2049 — 2033 — 1626

ELEV 1003 — 203° to RW20L — 1037 ± — 1075 ± — 20L — TDZE 991 — 9 — 27 — 3997 X 150 — 20R — 4001 X 100 — 1133 — 3383 X 150 — 0.8% UP — 0.8% UP — 1014 ± — 34 — 3746 X 150 — 2L — 2R — 1095 ± — 1079 ± — 1029 ± — HIRL Rwy 9-27 — HIRL Rwy 2R-20L L — REIL Rwys 2R, 9, 27 and 34 — MIRL Rwys 16-34 and 2L-20R

3100 — DODME

Procedure Turn NA

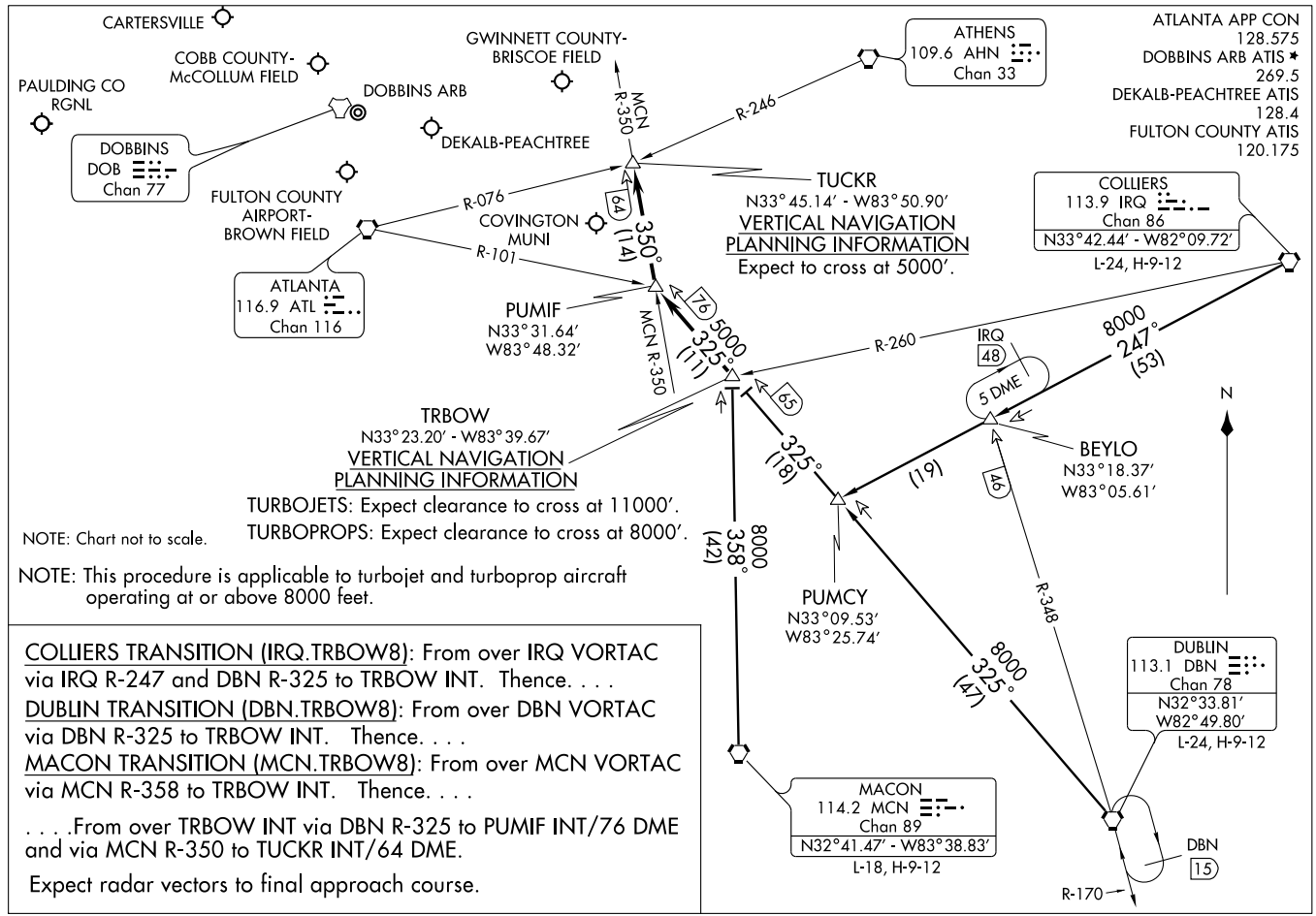
AABEE 3000 — TELUY 2900 — 203° — RW20L — 2900 — GP 3.00° TCH 58

5.7 NM — 4 NM

CATEGORY	A	B	C	D
RNP 0.30 DA	1490-1½ 499 (500-1½)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-4, 22 OCT 2009 to 19 NOV 2009



COLLIERS TRANSITION (IRQ.TRBOW8): From over IRQ VORTAC via IRQ R-247 and DBN R-325 to TRBOW INT. Thence. . . .

DUBLIN TRANSITION (DBN.TRBOW8): From over DBN VORTAC via DBN R-325 to TRBOW INT. Thence. . . .

MACON TRANSITION (MCN.TRBOW8): From over MCN VORTAC via MCN R-358 to TRBOW INT. Thence. . . .

. . . .From over TRBOW INT via DBN R-325 to PUMIF INT/76 DME and via MCN R-350 to TUCKR INT/64 DME.

Expect radar vectors to final approach course.

(TRBOW.TRBOW8) 09183
TRBOW EIGHT ARRIVAL
ST-469 (FAA)
ATLANTA, GEORGIA

VOR/DME PDK	APP CRS	Rwy Idg	5001
116.6	196°	TDZE	991
Chan 113		Apt Elev	1003

VOR/DME RWY 20L

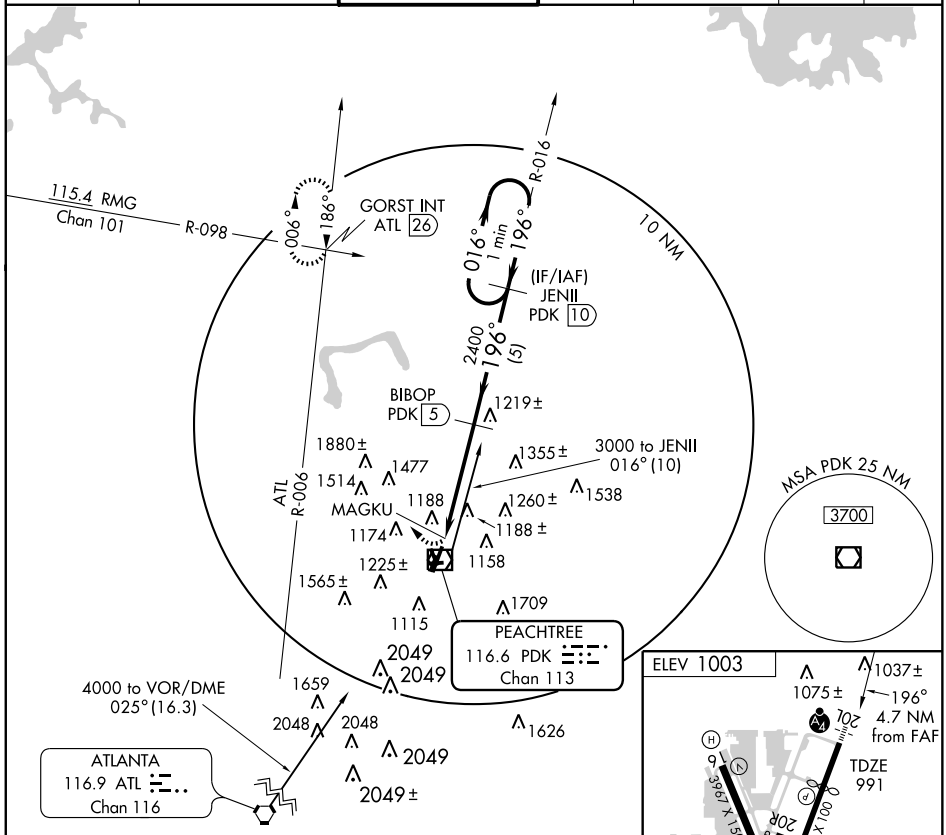
ATLANTA/ DEKALB-PEACHTREE (PDK)

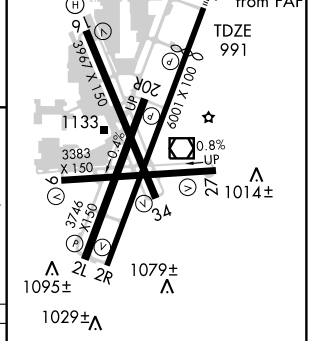
If local altimeter setting not received, use Fulton County-Brown Field altimeter setting and increase all MDAs 60 feet. Inoperative table does not apply.

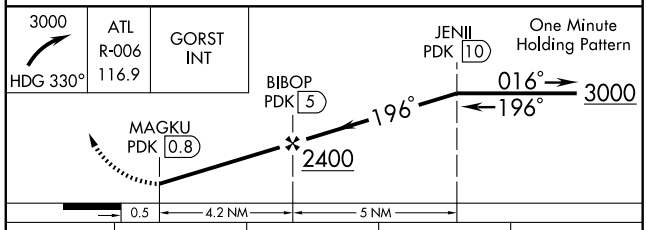
MALSF

MISSED APPROACH: Climbing right turn to 3000 via heading 330° and ATL VORTAC R-006 to GORST Int/ATL 26 DME and hold.

ATIS	ATLANTA APP CON	PEACHTREE TOWER★	GND CON	CLNC DEL	UNICOM	
128.4	126.975 239.275	120.9 (CTAF) 281.5	121.6	125.2 120.9* *when twr closed	122.95	120.0 L







CATEGORY	A	B	C	D
S-20L	1580-1	589 (600-1)	1580-1½ 589 (600-1½)	1580-1¾ 589 (600-1¾)
CIRCLING	1580-1	577 (600-1)	1580-1½ 577 (600-1½)	1580-2 577 (600-2)

HIRL Rwy 9-27
HIRL Rwy 2R-20L L
REIL Rwys 2R, 9, 27 and 34
MIRL Rwys 16-34 and 2L-20R

SE-4, 22 OCT 2009 to 19 NOV 2009

VOR/DME PDK	APP CRS	Rwy Idg	3383
116.6	277°	TDZE	1003
Chan 113		Apt Elev	1003

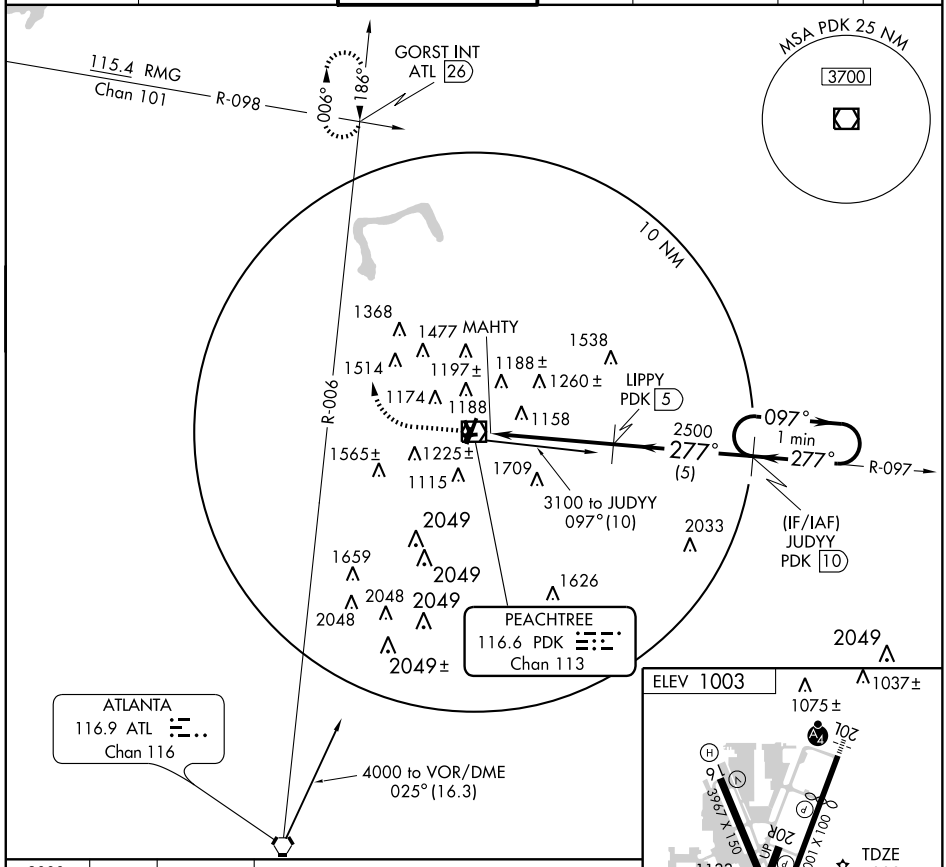
VOR/DME RWY 27

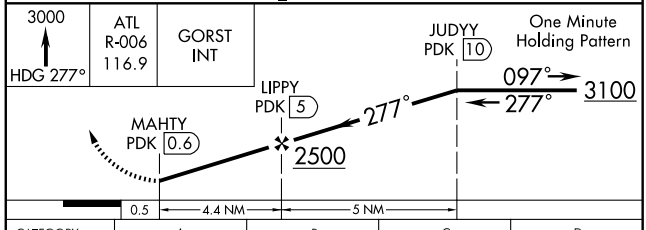
ATLANTA/ DEKALB-PEACHTREE (PDK)

▼ If local altimeter setting not received use Fulton County-Brown Field altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 via heading 277° and ATL VORTAC R-006 to GORST Int/ATL 26 DME and hold.

ATIS	ATLANTA APP CON	PEACHTREE TOWER★	GND CON	CLNC DEL	UNICOM	
128.4	126.975 239.275	120.9 (CTAF) 281.5	121.6	125.2 120.9* *when twr closed	122.95	120.0 L





CATEGORY	A	B	C	D
S-27	1500-1	497 (500-1)	1500-1¼ 497 (500-1¼)	1500-1½ 497 (500-1½)
CIRCLING	1500-1	497 (500-1)	1500-1½ 497 (500-1½)	1580-2 577 (600-2)

HIRL Rwy 9-27
HIRL Rwy 2R-20L L
REIL Rwys 2R, 9, 27 and 34
MIRL Rwys 16-34 and 2L-20R

SE-4, 22 OCT 2009 to 19 NOV 2009

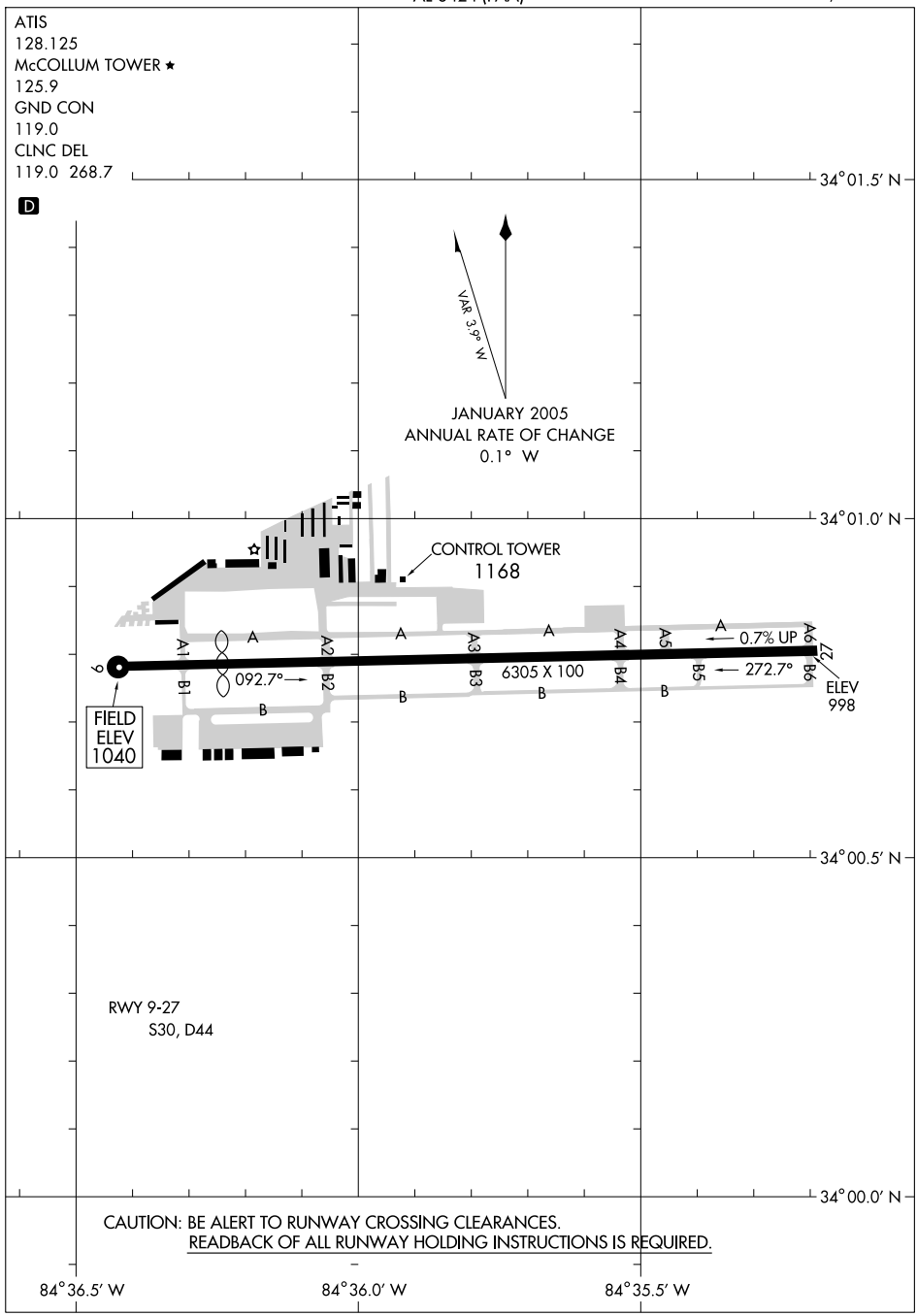
09127

AIRPORT DIAGRAM

ATLANTA/ COBB COUNTY-McCOLLUM FIELD (RYY)

AL-6424 (FAA)

ATLANTA, GEORGIA

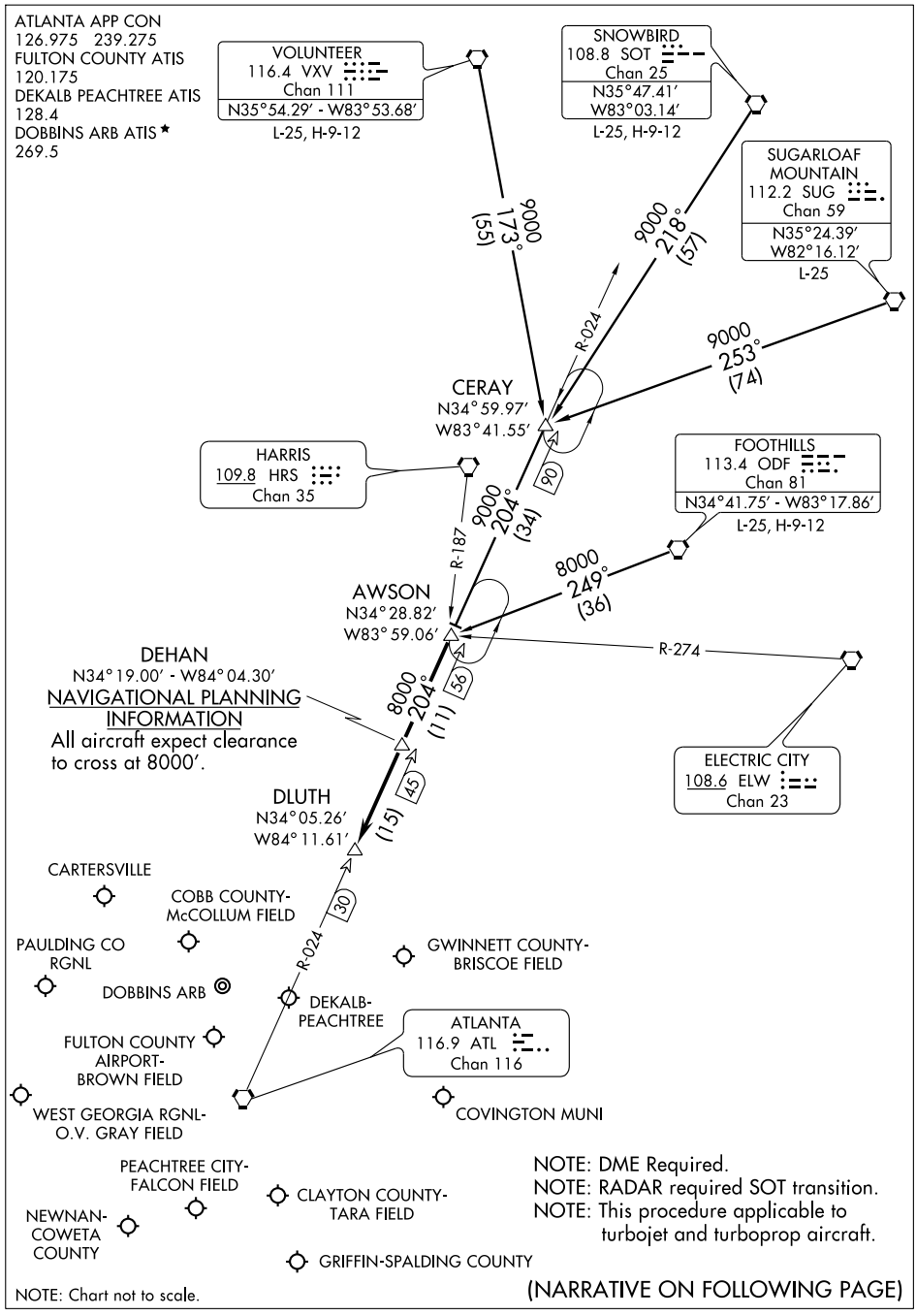


SE-4, 22 OCT 2009 to 19 NOV 2009

AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4, 22 OCT 2009 to 19 NOV 2009

AWSON ONE ARRIVAL (AWSON.AWSON1) ST-469 (FAA) ATLANTA, GEORGIA

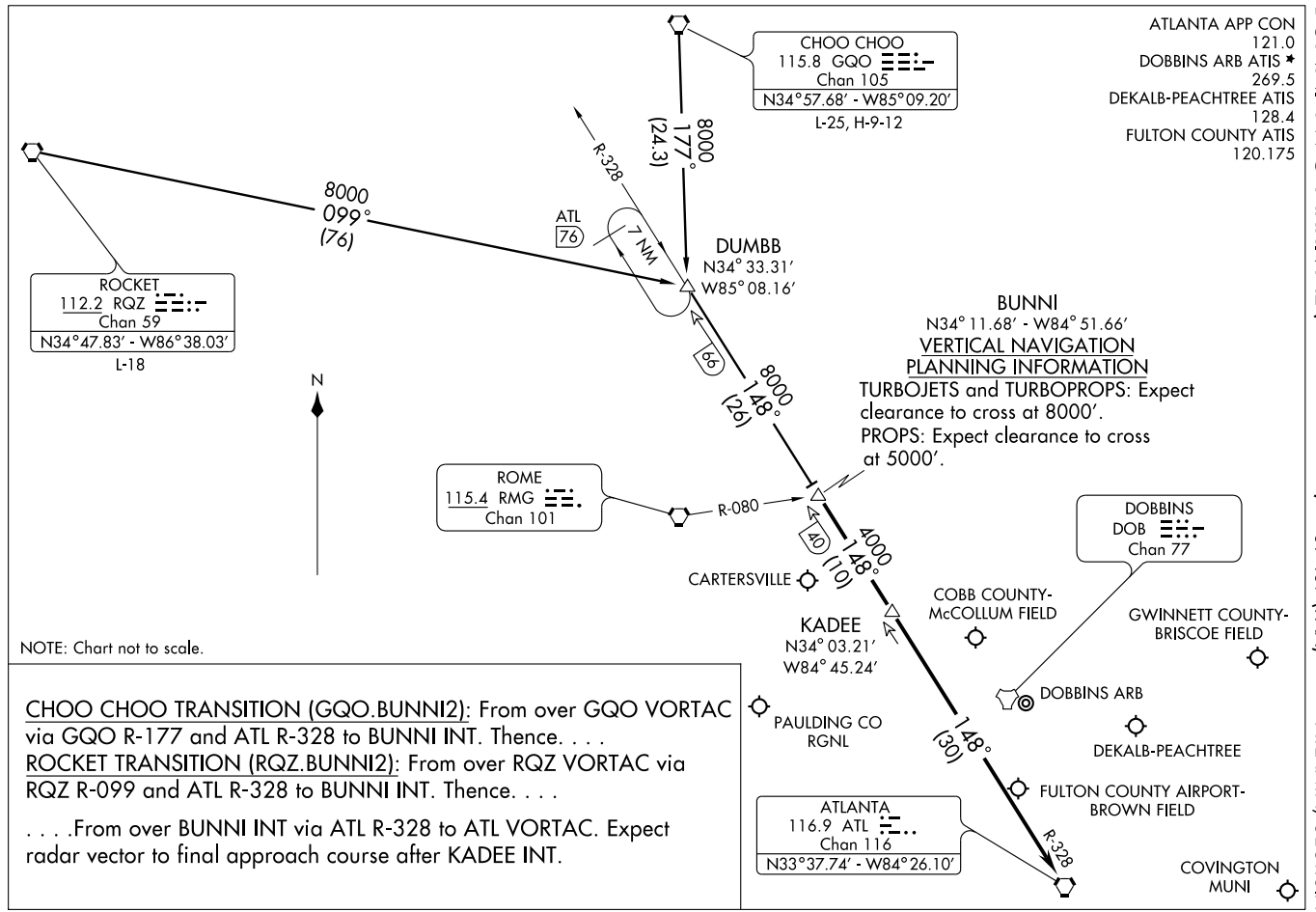
ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 22 OCT 2009 to 19 NOV 2009

BUNNI TWO ARRIVAL (BUNNI.BUNNI2)



NOTE: Chart not to scale.

CHOO CHOO TRANSITION (GQO.BUNNI2): From over GQO VORTAC via GQO R-177 and ATL R-328 to BUNNI INT. Thence. . . .

ROCKET TRANSITION (RQZ.BUNNI2): From over RQZ VORTAC via RQZ R-099 and ATL R-328 to BUNNI INT. Thence. . . .

. . . .From over BUNNI INT via ATL R-328 to ATL VORTAC. Expect radar vector to final approach course after KADEE INT.

LOC I-RYY	APP CRS	Rwy Idg	5405
111.9	273°	TDZE	1011
		Apt Elev	1040

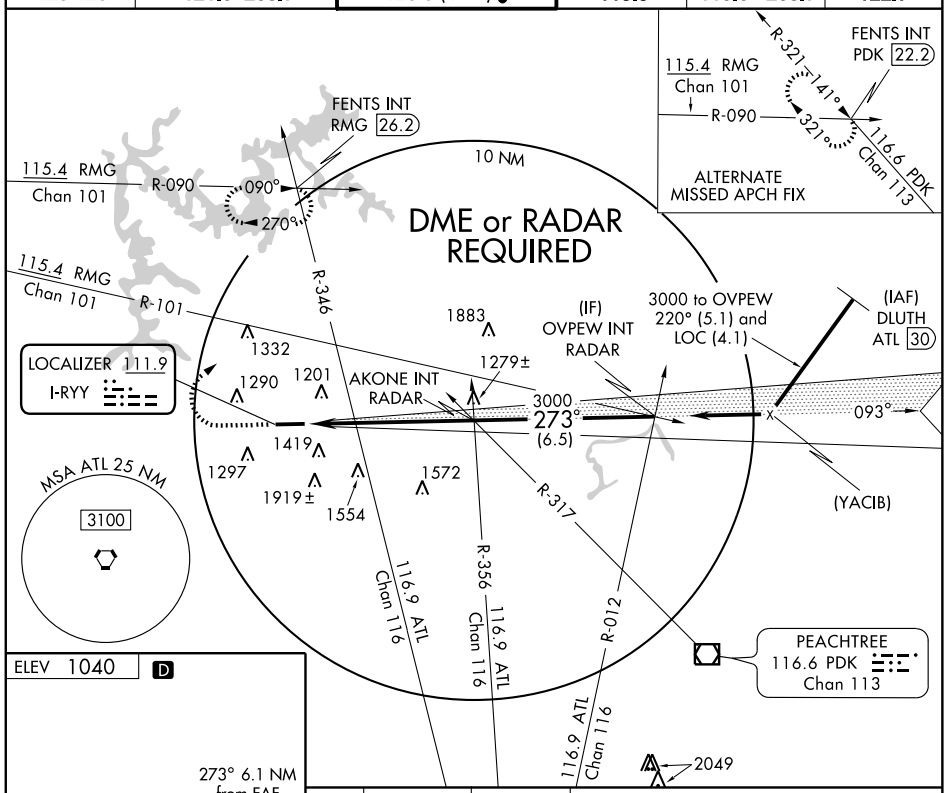
ILS or LOC RWY 27

ATLANTA/COBB COUNTY-McCOLLUM FIELD (RYY)

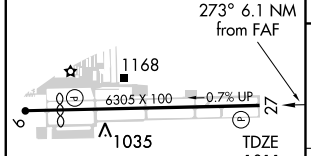
Autopilot coupled approach NA below 2100. When control tower closed GS unusable. When local altimeter setting not received, use Hartsfield-Jackson Atlanta Intl altimeter setting and increase all DA/MDA 60 feet and S-ILS 27 all Cats. and Circling Cat. B and C visibilities ¼ mile.

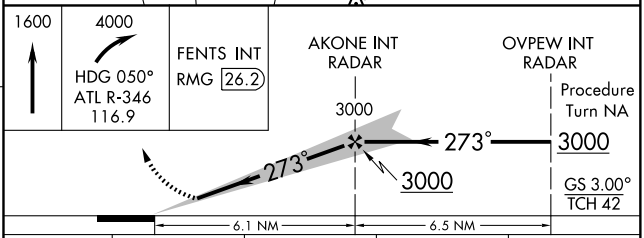
MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 via heading 050° and ATL R-346 to FENTS Int/RMG 26.2 DME and hold.

ATIS	ATLANTA APP CON	McCOLLUM TOWER ★	GND CON	CLNC DEL	UNICOM
128.125	121.0 268.7	125.9 (CTAF) L	119.0	119.0 268.7	122.7



ELEV 1040 D





REIL Rwy 27 L
HIRL Rwy 9-27 L

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

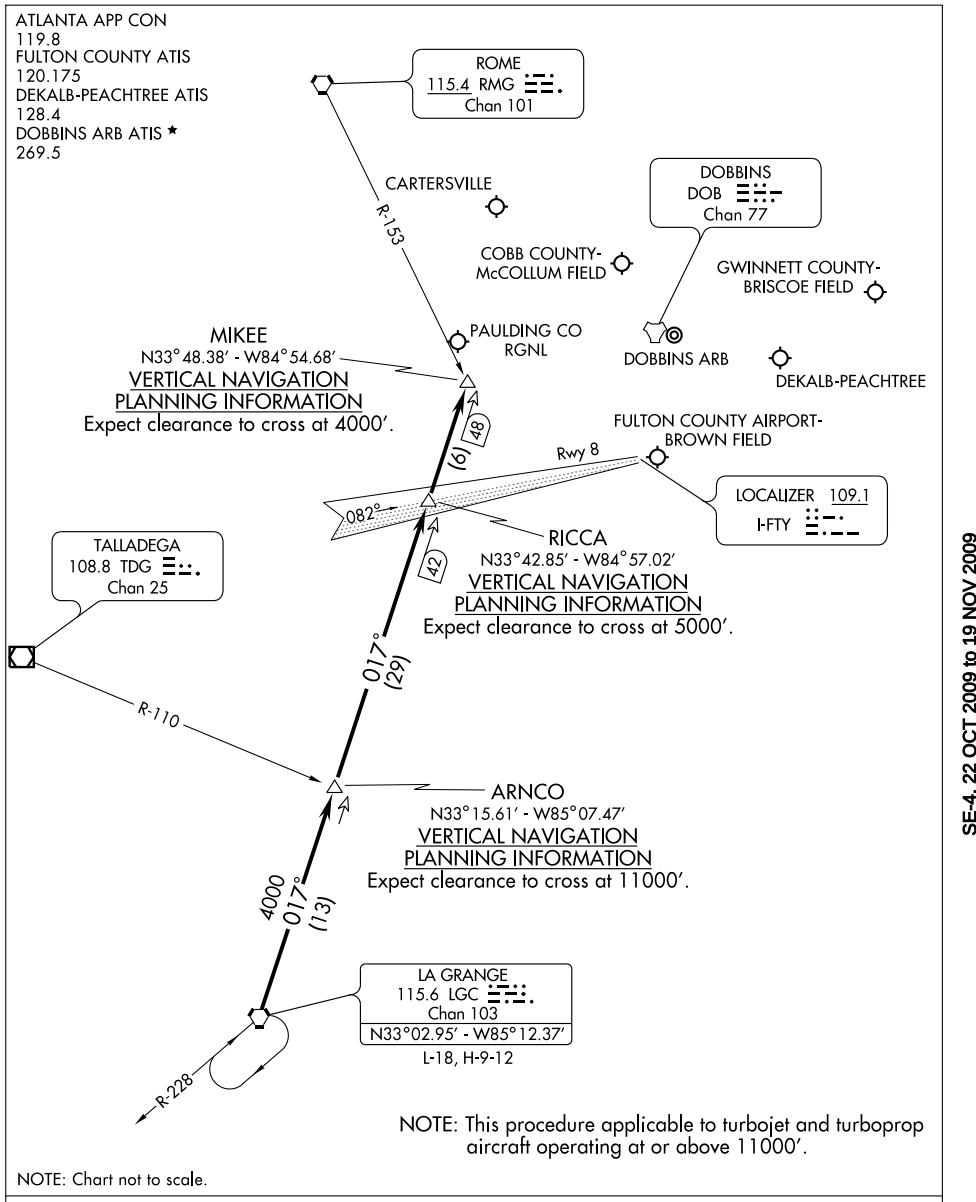
CATEGORY	A	B	C	D
S-ILS 27	1211-¾ 200 (200-¾)			
S-LOC 27	1540-1 529 (500-1)		1540-1½ 529 (500-1½)	1540-1¾ 529 (500-1¾)
CIRCLING	1780-1 740 (800-1)		1780-2 740 (800-2)	2220-3 1180 (1200-3)

SE-4, 22 OCT 2009 to 19 NOV 2009

MIKEE FOUR ARRIVAL (LGC.MIKEE4)

ST-469 (FAA)

ATLANTA, GEORGIA



From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

SE-4, 22 OCT 2009 to 19 NOV 2009

ATLANTA, GEORGIA

AL-6424 (FAA)

APP CRS	Rwy Idg	5232
093°	TDZE	1028
	Apt Elev	1040

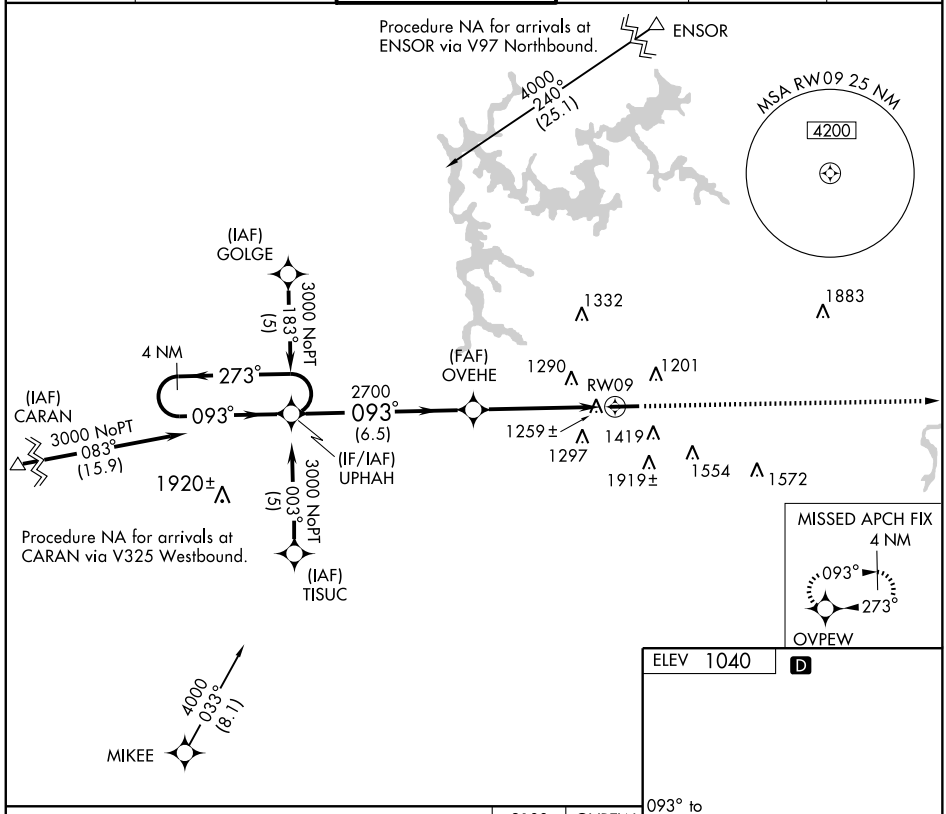
RNAV (GPS) RWY 9

ATLANTA/ COBB COUNTY-McCOLLUM FIELD (RYY)

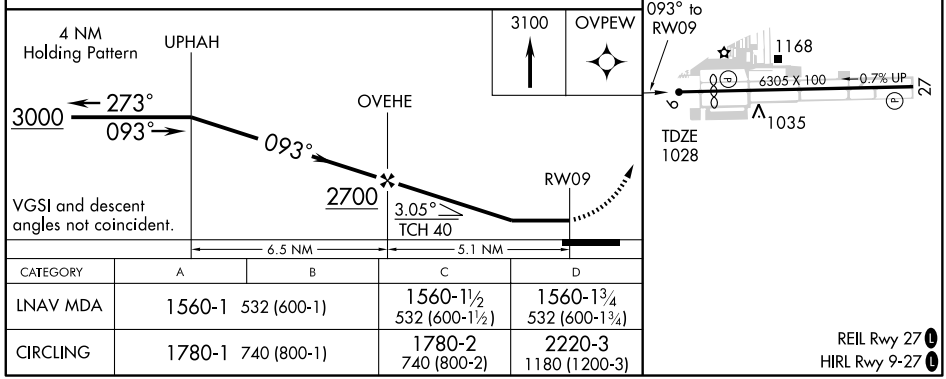
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hartsfield-Jackson Atlanta Intl altimeter setting and increase all MDA 60 feet and Circling Cat. B and C visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct OVPEW and hold.

ATIS	ATLANTA APP CON	McCOLLUM TOWER★	GND CON	CLNC DEL	UNICOM
128.125	121.0 268.7	125.9 (CTAF) L	119.0	119.0 268.7	122.7



ELEV 1040 D



CATEGORY	A	B	C	D
LNAV MDA	1560-1 532 (600-1)		1560-1½ 532 (600-1½)	1560-1¾ 532 (600-1¾)
CIRCLING	1780-1 740 (800-1)		1780-2 740 (800-2)	2220-3 1180 (1200-3)

REIL Rwy 27 L
HIRL Rwy 9-27 L

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	5405
CH 97308	273°	TDZE	1011
W27A		Apt Elev	1040

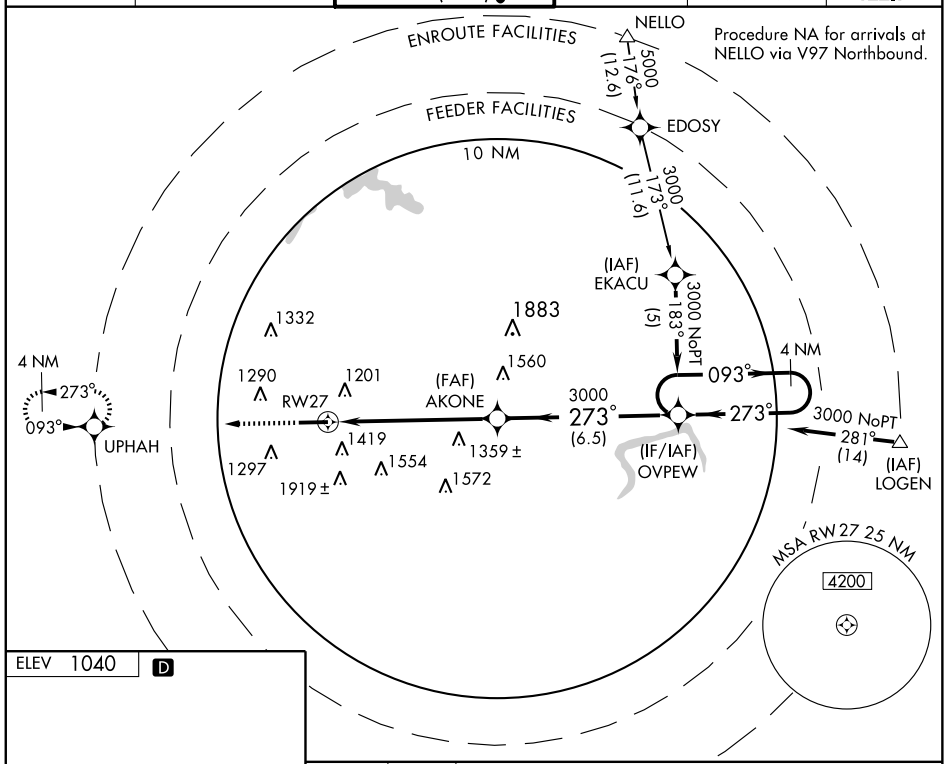
RNAV (GPS) RWY 27

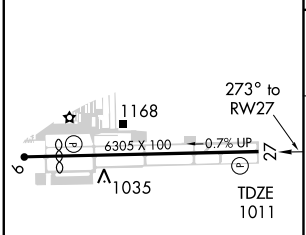
ATLANTA/COBB COUNTY-McCOLLUM FIELD (RYY)

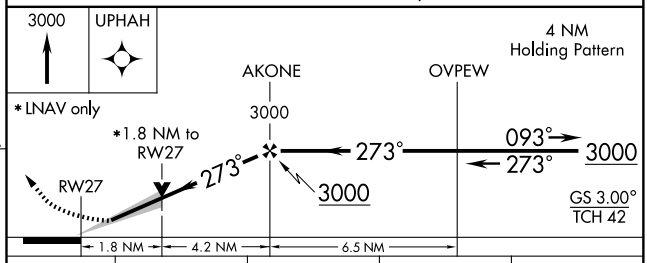
T A NA — DME/DME RNP-0.3 NA. VDP NA when using Hartsfield-Jackson Atlanta Intl altimeter setting. When local altimeter setting not received, use Hartsfield-Jackson Atlanta Intl altimeter setting and increase all DA/MDA 60 feet and LPV all Cats. and Circling Cat. B and C visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct UPHAH and hold.

ATIS	ATLANTA APP CON	McCOLLUM TOWER★	GND CON	CLNC DEL	UNICOM
128.125	121.0 268.7	125.9 (CTAF) L	119.0	119.0 268.7	122.7



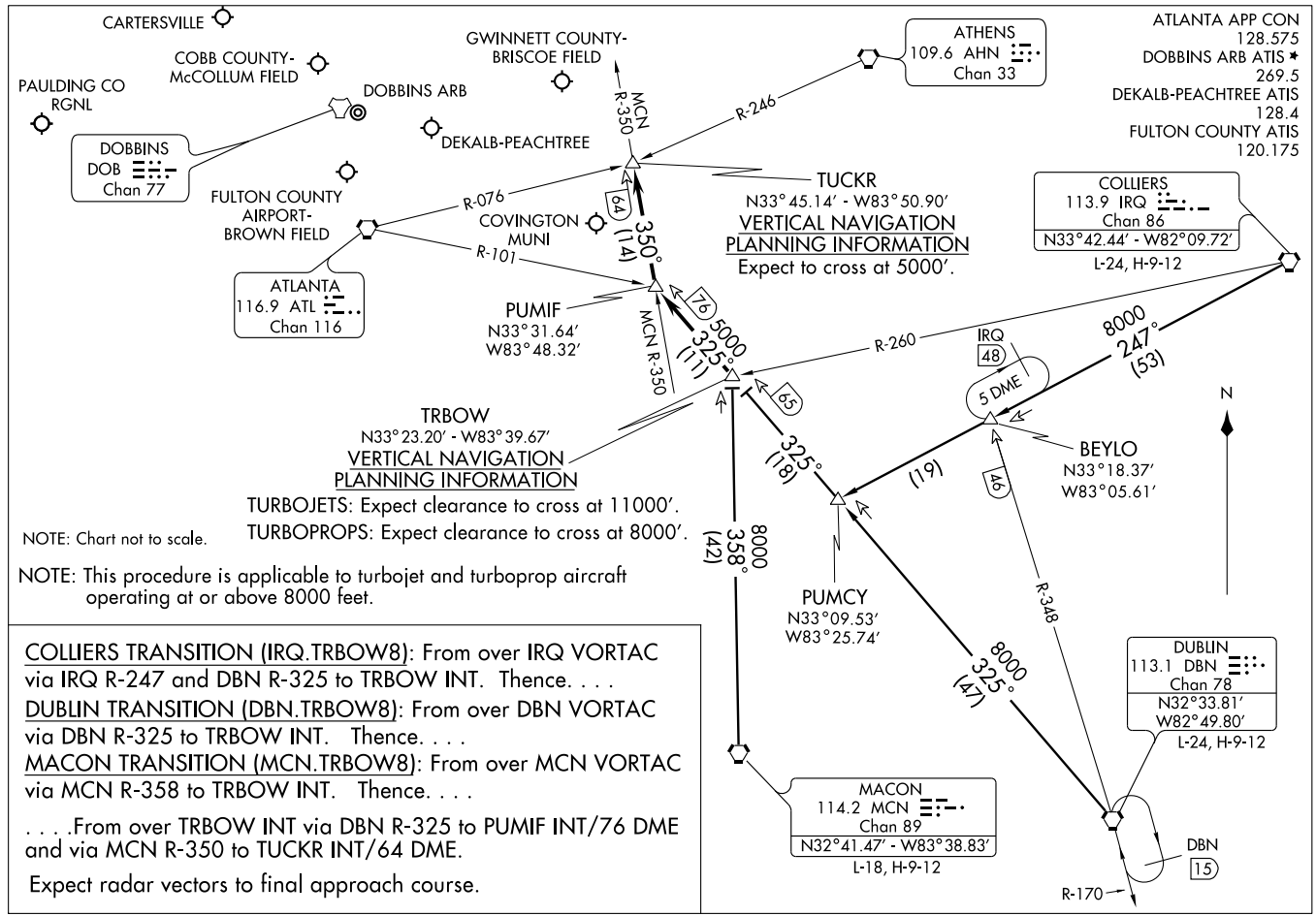




CATEGORY	A	B	C	D
LPV DA	1211-¾ 200 (200-¾)			
LNAV MDA	1620-1 609 (600-1)		1620-1¾ 609 (600-1¾)	1620-2 609 (600-2)
CIRCLING	1780-1 740 (800-1)		1780-2 740 (800-2)	2220-3 1180 (1200-3)

REIL Rwy 27 L
HIRL Rwy 9-27 L

SE-4, 22 OCT 2009 to 19 NOV 2009



COLLIERS TRANSITION (IRQ.TRBOW8): From over IRQ VORTAC via IRQ R-247 and DBN R-325 to TRBOW INT. Thence. . . .

DUBLIN TRANSITION (DBN.TRBOW8): From over DBN VORTAC via DBN R-325 to TRBOW INT. Thence. . . .

MACON TRANSITION (MCN.TRBOW8): From over MCN VORTAC via MCN R-358 to TRBOW INT. Thence. . . .

. . . .From over TRBOW INT via DBN R-325 to PUMIF INT/76 DME and via MCN R-350 to TUCKR INT/64 DME.

Expect radar vectors to final approach course.

(TRBOW.TRBOW8) 09183
TRBOW EIGHT ARRIVAL
ST-469 (FAA)
ATLANTA, GEORGIA

ATLANTA, GEORGIA

AL-6424 (FAA)

VORTAC RMG 115.4 Chan 101	APP CRS 108°	Rwy Idg 5232 TDZE 1028 Apt Elev 1040

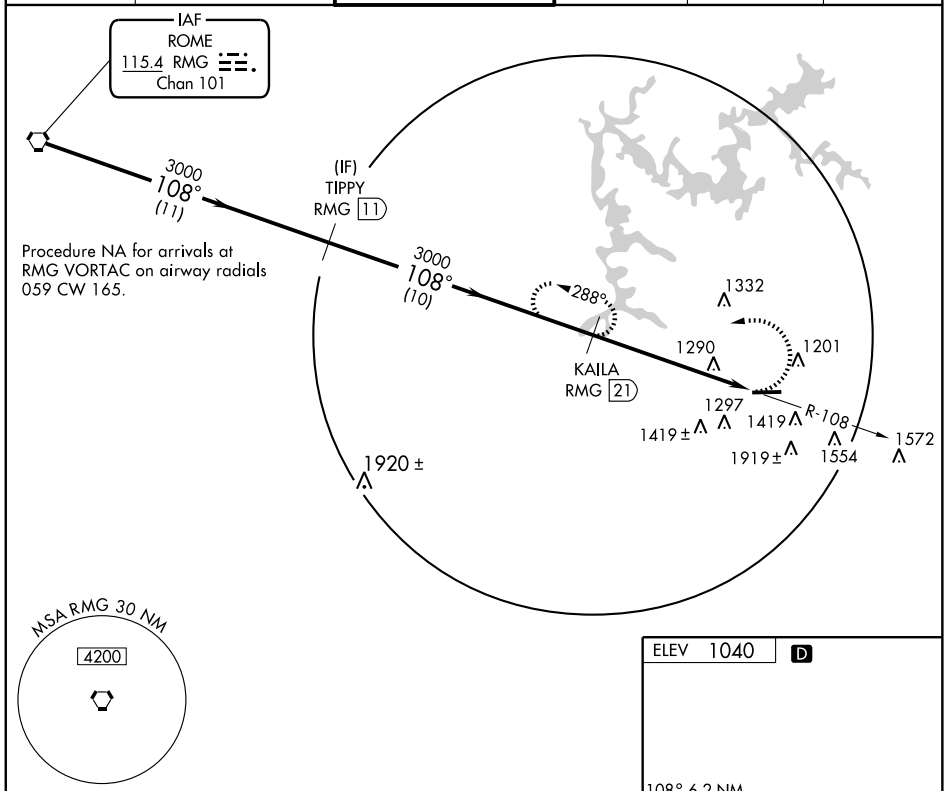
VOR/DME RWY 9

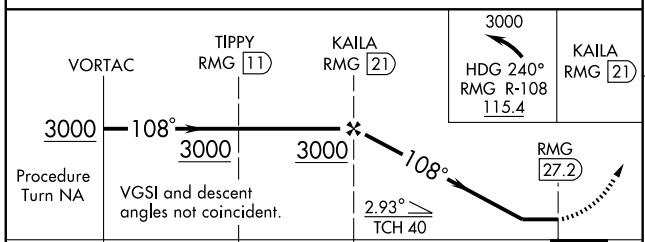
ATLANTA/ COBB COUNTY-McCOLLUM FIELD (RYY)

NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Hartsfield-Jackson Atlanta Intl altimeter setting and increase all MDA 60 feet and S-9 Cat. A/C/D and Circling Cat. A/C visibilities ¼ mile.

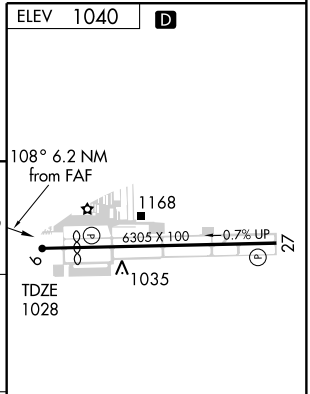
MISSED APPROACH: Climbing left turn to 3000 via heading 240° and RMG R-108 to KAILA/21 DME and hold.

ATIS	ATLANTA APP CON	McCOLLUM TOWER★	GND CON	CLNC DEL	UNICOM
128.125	121.0 268.7	125.9 (CTAF) L	119.0	119.0 268.7	122.7





CATEGORY	A	B	C	D
S-9	1900-1 872 (900-1)	1900-1¼ 872 (900-1¼)	1900-2½ 872 (900-2½)	1900-2¾ 872 (900-2¾)
CIRCLING	1900-1 860 (900-1)	1900-1¼ 860 (900-1¼)	1900-2½ 860 (900-2½)	2220-3 1180 (1200-3)



REIL Rwy 27 L
HIRL Rwy 9-27 L

SE-4, 22 OCT 2009 to 19 NOV 2009

09071

AIRPORT DIAGRAM

AL-27 (FAA)

AUGUSTA RGNL AT BUSH FIELD (AGS)
AUGUSTA, GEORGIA

ATIS
132.75
AUGUSTA TOWER ★
118.7 239.3
GND CON
121.9 348.6

33° 23′ N

17

FIELD ELEV 144

173.8°

A

PASSENGER TERMINAL

8000 X 150

B B

FBO

H

CONTROL TOWER 239

D

FIRE STATION

C

E

HOT[1]

E F E G

263.9°

26

ELEV 138

6001 X 75

33° 22′ N

083.9°

8

ELEV 134

HANGARS

C

353.8°

35

ELEV 133

VAR 5.7° W

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 08-26
S52, D71, ST90, DT126
RWY 17-35
S130, D166, ST175, DT358

81° 58′ W

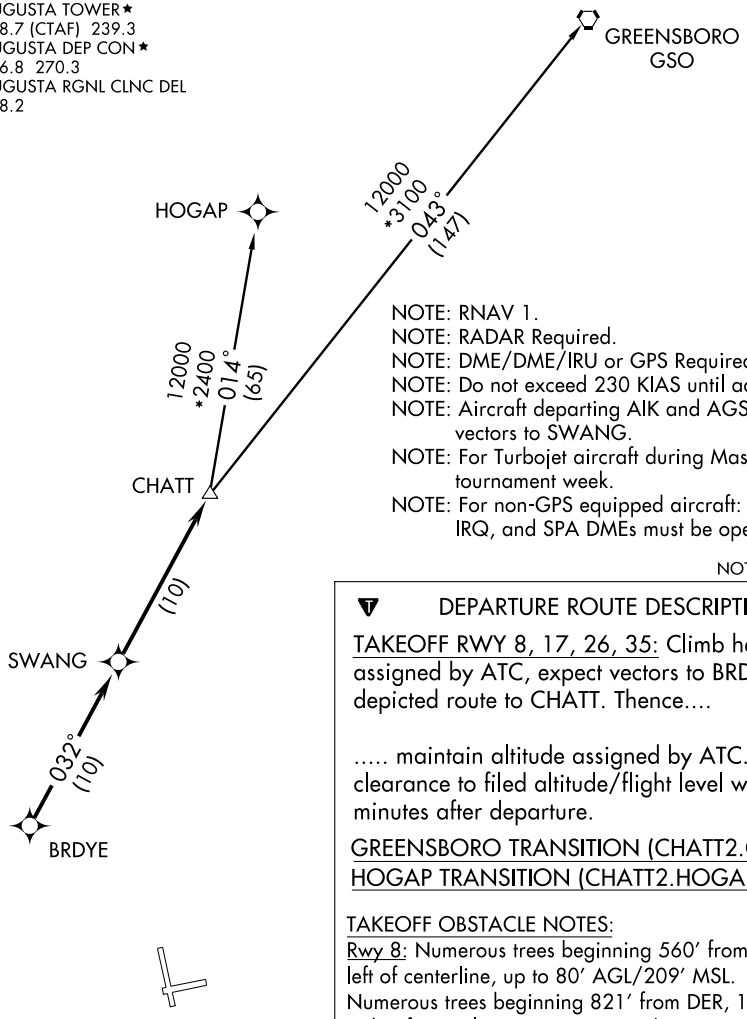
81° 57′ W

SE-4, 22 OCT 2009 to 19 NOV 2009

CHATT TWO DEPARTURE (RNAV)

SL-27 (FAA)

AUGUSTA TOWER★
118.7 (CTAF) 239.3
AUGUSTA DEP CON★
126.8 270.3
AUGUSTA RGNL CLNC DEL
118.2



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: Aircraft departing AIK and AGS expect radar vectors to SWANG.
NOTE: For Turbojet aircraft during Masters golf tournament week.
NOTE: For non-GPS equipped aircraft: BZM, CLT, GRD, IRQ, and SPA DMEs must be operational.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 8, 17, 26, 35: Climb heading assigned by ATC, expect vectors to BRDYE, then via depicted route to CHATT. Thence....

..... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

GREENSBORO TRANSITION (CHATT2.GSO):
HOGAP TRANSITION (CHATT2.HOGAP):

TAKEOFF OBSTACLE NOTES:
Rwy 8: Numerous trees beginning 560' from DER, 67' left of centerline, up to 80' AGL/209' MSL. Numerous trees beginning 821' from DER, 124' right of centerline, up to 80' AGL/209' MSL.
Rwy 17: Numerous trees beginning 746' from DER, 616 ' left of centerline, up to 72' AGL/203' MSL. Numerous trees beginning 1,700' from DER, 759' right of centerline, up to 82' AGL/216' MSL.
Rwy 26: Numerous trees beginning 993' from DER, 295' left of centerline, up to 85' AGL/219' MSL. Light pole and numerous trees beginning 1,016' from DER, 286' right of centerline, up to 71' AGL/205' MSL. Trees 4,983' from DER, 1,396' left of centerline, 100' AGL/329' MSL. Trees 1.4 NM from DER, 169' right of centerline, 112' AGL/361' MSL.

TAKEOFF MINIMUMS:
Rwy 17, 35: STANDARD
Rwy 8: STANDARD with a minimum climb of 392 feet per NM to 2600.
Rwy 26: 300-1¾ or STANDARD with a minimum climb of 308 feet per NM to 500.

SE-4, 22 OCT 2009 to 19 NOV 2009

DOVER TWO DEPARTURE (RNAV)

AUGUSTA TOWER★
118.7 (CTAF) 239.3
AUGUSTA DEP CON★
126.8 270.3
AUGUSTA RGNL CLNC DEL
118.2

TAKEOFF MINIMUMS:
Rwys 17, 35: STANDARD.
Rwy 8: STANDARD with minimum climb of 392 feet per NM to 2600.
Rwy 26: 300-1¾ or STANDARD with minimum climb of 308 feet per NM to 500.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For non-GPS equipped aircraft: DBN and IRQ DMEs must be operational.

DEPARTURE ROUTE DESCRIPTION

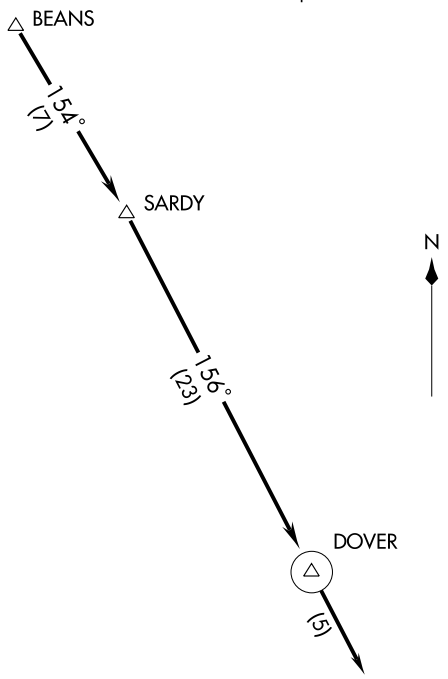
TAKEOFF RWY 8, 17, 26, 35: Climb heading assigned by ATC, expect vectors to BEANS, then via depicted route to DOVER, then fly heading 156°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:
Rwy 8: Numerous trees beginning 560 feet from DER, 67 feet left of centerline, up to 80 feet AGL/209 feet MSL. Numerous trees beginning 821 feet from DER, 124 feet right of centerline, up to 80 feet AGL/209 feet MSL.

Rwy 17: Numerous trees beginning 746 feet from DER, 616 feet left of centerline, up to 72 feet AGL/203 feet MSL. Numerous trees beginning 1,700 feet from DER, 759 feet right of centerline, up to 82 feet AGL/216 feet MSL.

Rwy 26: Numerous trees beginning 993 feet from DER, 295 feet left of centerline, up to 85 feet AGL/219 feet MSL. Light pole and numerous trees beginning 1,016 feet from DER, 286 feet right of centerline, up to 71 feet AGL/205 feet MSL. Trees 4,983 feet from DER, 1,396 feet left of centerline, 100 feet AGL/329 feet MSL. Trees 1.4 NM from DER, 169 feet right of centerline, 112 feet AGL/361 feet MSL.



NOTE: Chart not to scale.

LOC I-MZX	APP CRS	Rwy Idg	8000
108.5	172°	TDZE	145
		Apt Elev	145

ILS or LOC RWY 17

AUGUSTA RGNL AT BUSH FIELD (AGS)

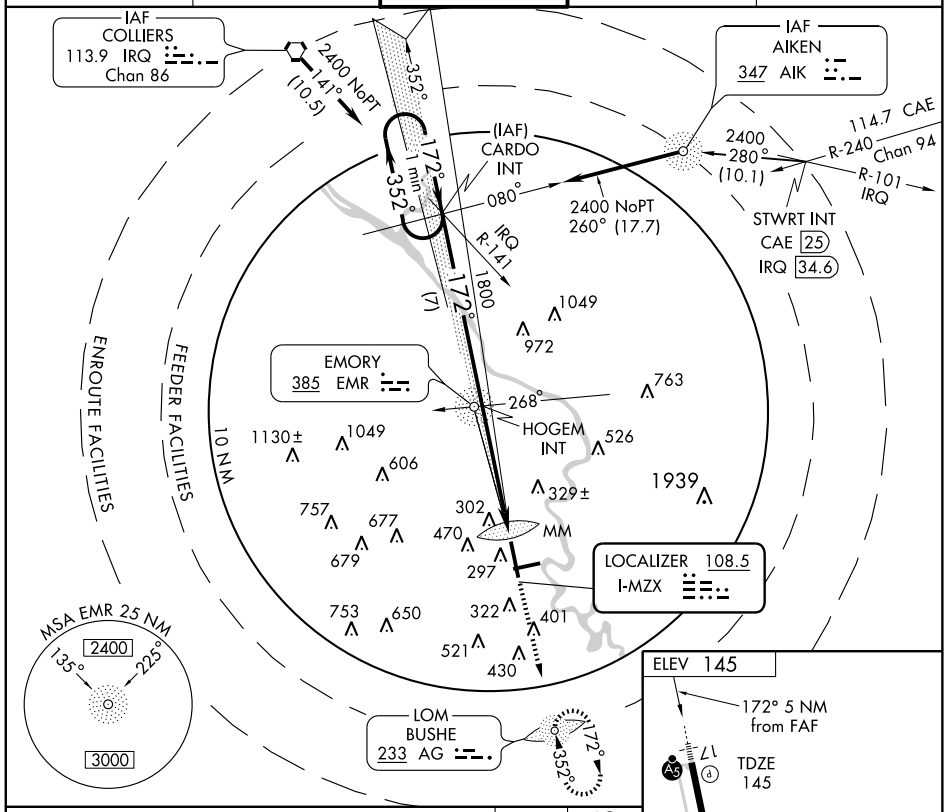
ASR

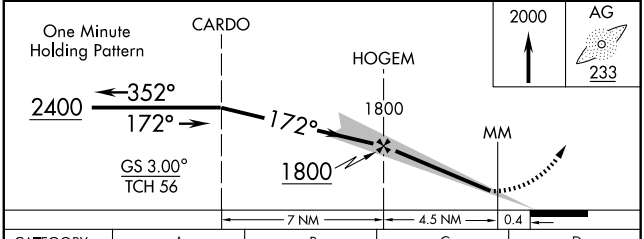
ADF REQUIRED. * RVR 1800 authorized with the use of FD or AP or HUD to DA.

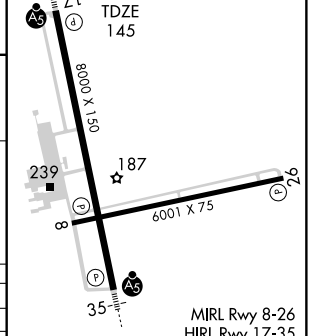
MALSR

MISSED APPROACH: Climb to 2000 direct AG LOM and hold.

ATIS	AUGUSTA APP CON *	AUGUSTA TOWER *	GND CON	UNICOM
132.75	126.8 270.3	118.7 (CTAF) L 239.3	121.9 348.6	122.95







CATEGORY	A	B	C	D
S-ILS 17	* 345/24 200 (200-½)			
S-LOC 17	700/24 555 (600-½)		700/50 555 (600-1)	700/60 555 (600-1¼)
CIRCLING	780-1 635 (700-1)		780-1¾ 635 (700-1¾)	780-2 635 (700-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-4, 22 OCT 2009 to 19 NOV 2009

LOC I-AGS	APP CRS	Rwy Idg	8000
110.5	352°	TDZE	136
		Apt Elev	145

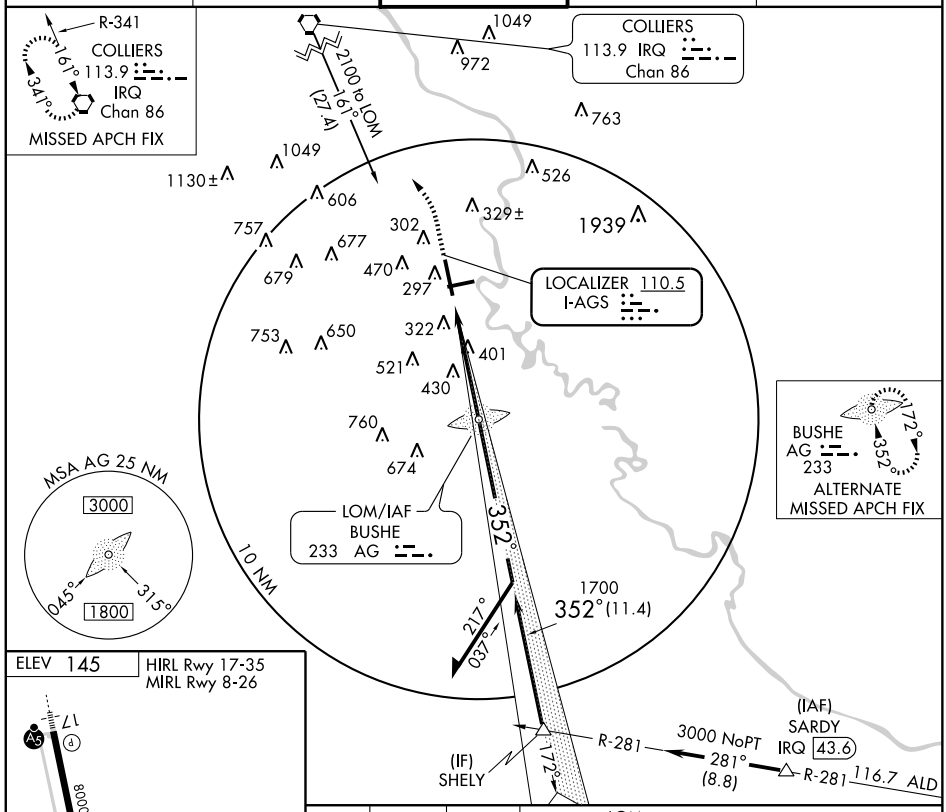
ILS or LOC RWY 35

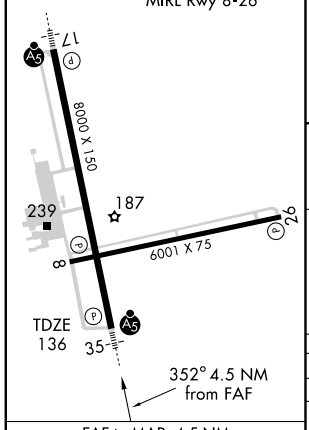
AUGUSTA RGNL AT BUSH FIELD (AGS)

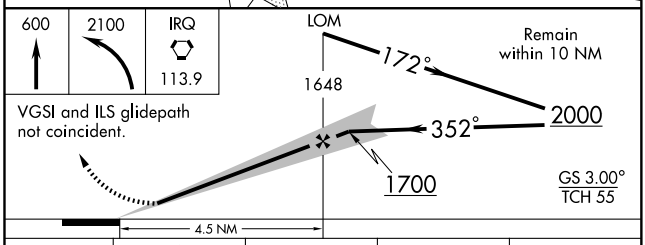
T A ASR — If local altimeter setting not received, use Daniel Field altimeter setting and increase DA to 391 feet; increase all MDAs 60 feet. *RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR — MISSED APPROACH: Climb to 600 then climbing left turn to 2100 direct IRQ VORTAC and hold.

ATIS	AUGUSTA APP CON*	AUGUSTA TOWER*	GND CON	UNICOM
132.75	126.8 270.3	118.7 (CTAF) L 239.3	121.9 348.6	122.95







FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
S-ILS 35	*336/24 200 (200-½)			
S-LOC 35	660/24 524 (600-½)		660/50 524 (600-1)	660/60 524 (600-1¼)
CIRCLING	780-1 635 (700-1)		780-1¾ 635 (700-1¾)	780-2 635 (700-2)

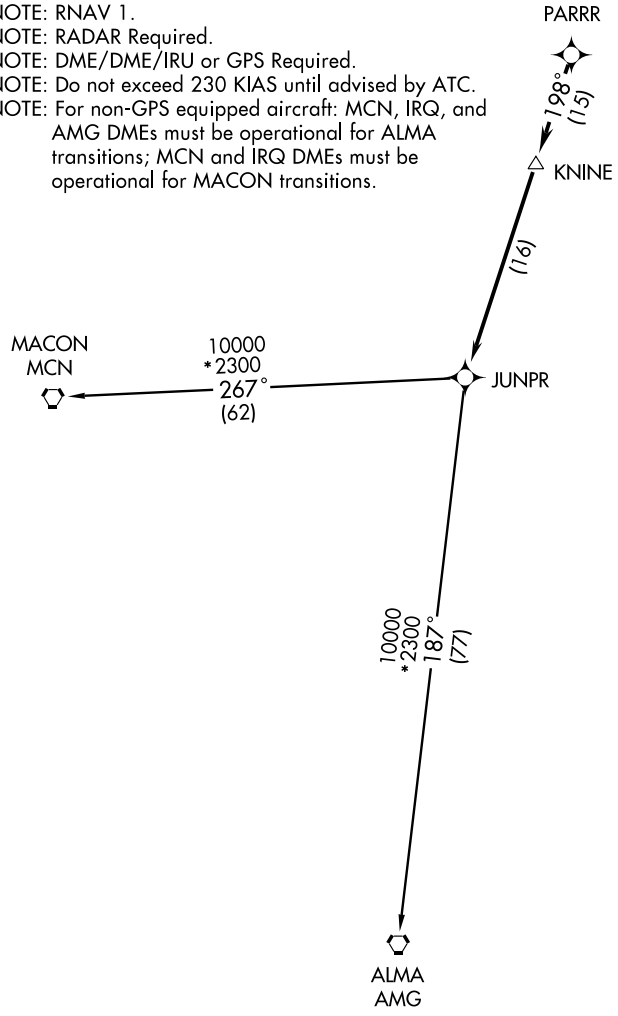
SE-4, 22 OCT 2009 to 19 NOV 2009

JUNPR TWO DEPARTURE (RNAV)

AUGUSTA TOWER★
118.7 (CTAF) 239.3
AUGUSTA DEP CON★
126.8 270.3
AUGUSTA RGNL CLNC DEL
118.2

TAKEOFF MINIMUMS:
Rwys 17, 35: STANDARD.
Rwy 8: STANDARD with minimum climb of 392 feet per NM to 2600.
Rwy 26: 300-1¾ or STANDARD with minimum climb of 308 feet per NM to 500.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For non-GPS equipped aircraft: MCN, IRQ, and AMG DMEs must be operational for ALMA transitions; MCN and IRQ DMEs must be operational for MACON transitions.



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 8, 17, 26, 35: Climb heading assigned by ATC, expect vectors to PARRR, then via depicted route to JUNPR. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

ALMA TRANSITION (JUNPR2.AMG):
MACON TRANSITION (JUNPR2.MCN):

TAKEOFF OBSTACLE NOTES:
Rwy 8: Numerous trees beginning 560′ from DER, 67′ left of centerline, up to 80′ AGL/209′ MSL. Numerous trees beginning 821′ from DER, 124′ right of centerline, up to 80′ AGL/209′ MSL.
Rwy 17: Numerous trees beginning 746′ from DER, 616′ left of centerline, up to 72′ AGL/203′ MSL. Numerous trees beginning 1,700′ from DER, 759′ right of centerline, up to 82′ AGL/216′ MSL.
Rwy 26: Numerous trees beginning 993′ from DER, 295′ left of centerline, up to 85′ AGL/219′ MSL. Light pole and numerous trees beginning 1,016′ from DER, 286′ right of centerline, up to 71′ AGL/205′ MSL. Trees 4,983′ from DER, 1,396′ left of centerline, 100′ AGL/329′ MSL. Trees 1.4 NM from DER, 169′ right of centerline, 112′ AGL/361′ MSL.

SE-4, 22 OCT 2009 to 19 NOV 2009

AUGUSTA TOWER★
118.7 (CTAF) 239.3
AUGUSTA DEP CON★
126.8 270.3
AUGUSTA RGNL CLNC DEL
118.2

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 8, 17, 26, 35: Climb on assigned heading for radar vectors to PARRR, then via depicted route to KAOLN. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

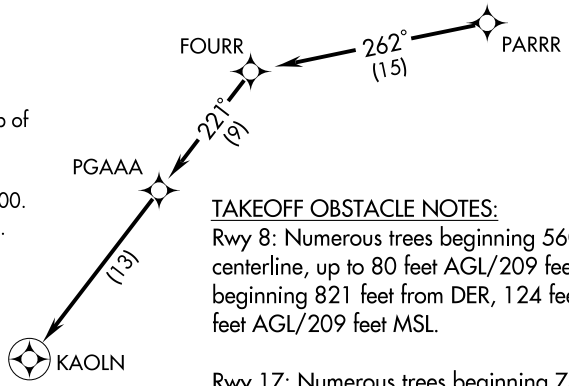
N

TAKEOFF MINIMUMS:

Rwys 17, 35: Standard. ATC climb of 489 feet per NM to 6000.

Rwy 8: Standard with minimum obstacle climb of 392 feet per NM to 2600. ATC climb of 489 feet per NM to 6000.

Rwy 26: 300-1¾ or Standard with minimum obstacle climb of 323 feet per NM to 500. ATC climb of 489 feet per NM to 6000.



TAKEOFF OBSTACLE NOTES:

Rwy 8: Numerous trees beginning 560 feet from DER, 67 feet left of centerline, up to 80 feet AGL/209 feet MSL. Numerous trees beginning 821 feet from DER, 124 feet right of centerline, up to 80 feet AGL/209 feet MSL.

Rwy 17: Numerous trees beginning 746 feet from DER, 616 feet left of centerline, up to 72 feet AGL/203 feet MSL. Numerous trees beginning 1,700 feet from DER, 759 feet right of centerline, up to 82 feet AGL/216 feet MSL.

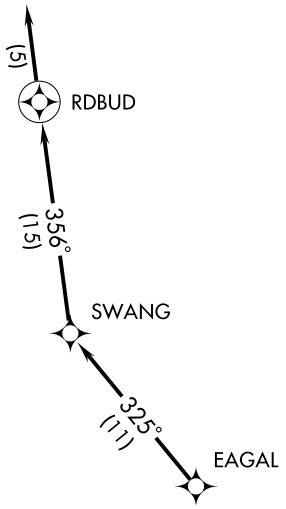
Rwy 26: Numerous trees beginning 993 feet from DER, 295 feet left of centerline, up to 85 feet AGL/219 feet MSL. Light pole and numerous trees beginning 1,016 feet from DER, 286 feet right of centerline, up to 71 feet AGL/205 feet MSL. Tree 4,983 feet from DER, 1,396 feet left of centerline, 100 feet AGL/329 feet MSL. Tree 1.4 NM from DER, 169 feet right of centerline, 112 feet AGL/361 feet MSL.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft: CAE and IRQ DMEs must be operational.
NOTE: For use during Masters Golf Tournament week only.

NOTE: Chart not to scale.

RDBUD TWO DEPARTURE (RNAV)

AUGUSTA TOWER★
118.7 (CTAF) 239.3
AUGUSTA DEP CON★
126.8 270.3
AUGUSTA RGNL CLNC DEL
118.2



TAKEOFF MINIMUMS:
Rwys 17, 35: STANDARD.
Rwy 8: STANDARD with minimum climb of 392 feet per NM to 2600.
Rwy 26: 300-1¾ or STANDARD with minimum climb of 308 feet per NM to 500.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For Prop aircraft only during Masters golf tournament week.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 8, 17, 26, 35: Climb heading assigned by ATC, expect vectors to EAGAL, then via depicted route to RDBUD, then fly heading 356°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:
Rwy 8: Numerous trees beginning 560 feet from DER, 67 feet left of centerline, up to 80 feet AGL/209 feet MSL. Numerous trees beginning 821 feet from DER, 124 feet right of centerline, up to 80 feet AGL/209 feet MSL.

Rwy 17: Numerous trees beginning 746 feet from DER, 616 feet left of centerline, up to 72 feet AGL/203 feet MSL. Numerous trees beginning 1,700 feet from DER, 759 feet right of centerline, up to 82 feet AGL/216 feet MSL.

Rwy 26: Numerous trees beginning 993 feet from DER, 295 feet left of centerline, up to 85 feet AGL/219 feet MSL. Light pole and numerous trees beginning 1,016 feet from DER, 286 feet right of centerline, up to 71 feet AGL/205 feet MSL. Trees 4,983 feet from DER, 1,396 feet left of centerline, 100 feet AGL/329 feet MSL. Trees 1.4 NM from DER, 169 feet right of centerline, 112 feet AGL/361 feet MSL.

APP CRS	Rwy Idg	6001
082°	TDZE	137
	Apt Elev	145

RNAV (GPS) RWY 8

AUGUSTA RGNL AT BUSH FIELD (AGS)

V NA ASR

Straight-in minimums NA at night. Circling to Rwy 8 NA at night. When VGSI inoperative, circling Rwy 26 NA at night. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct NAPDE WP and climbing right turn via 116° track to FESOM WP and hold.

ATIS	AUGUSTA APP CON ★	AUGUSTA TOWER ★	GND CON	UNICOM
132.75	126.8 270.3	118.7 (CTAF) L 239.3	121.9 348.6	122.95

Procedure NA for arrival on IRQ VORTAC airway radials 118 CW 154.

COLLIERS IRQ

3000 to BUSHE 161° (27.4)

R-3004

(FAF) GONRE

082°

RW08

NAPDE

116° (12.8)

DAYTE 2.1 NM to RW08

2000 052° (6)

CESGO

2000 322° (5)

3000 246° (8.9)

BUSHE

FESOM

182° 002° 4 NM

(IAF) BOYAD

MSA RW08 25 NM 3000

3000 298° (20.6)

SARDY

CATEGORY	A	B	C	D
LNAV MDA	700-1	563 (600-1)	700-1½ 563 (700-1½)	700-1¾ 563 (700-1¾)
CIRCLING	780-1	635 (700-1)	780-1¾ 635 (700-1¾)	780-2 635 (700-2)

MIRL Rwy 8-26
HIRL Rwy 17-35

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	8000
CH 77504	172°	TDZE	145
W17A		Apt Elev	145

RNAV (GPS) RWY 17

AUGUSTA RGNL AT BUSH FIELD (AGS)

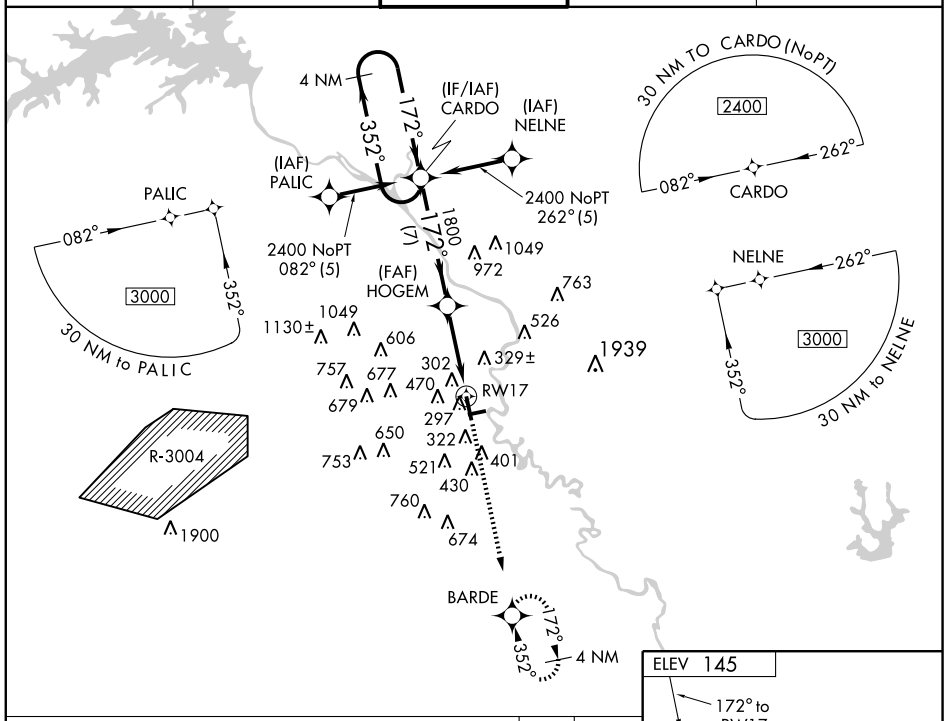
ASR

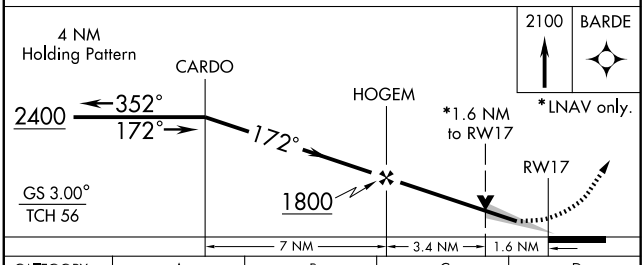
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15° C (5° F). When VGSI inoperative, circling Rwy 26 NA at night. Circling to Rwy 8 NA at night.

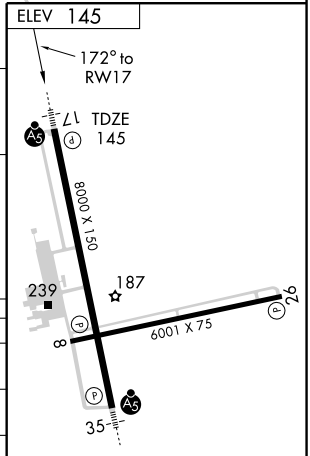
MALSR

MISSED APPROACH: Climb to 2100 direct BARDE and hold.

ATIS	AUGUSTA APP CON ★	AUGUSTA TOWER ★	GND CON	UNICOM
132.75	126.8 270.3	118.7 (CTAF) L 239.3	121.9 348.6	122.95







CATEGORY	A	B	C	D
LPV DA	400/24 255 (300-½)			
LNAV/VNAV DA	700-1½ 555 (600-1½)			
LNAV MDA	700/24 555 (600-½)		700/50 555 (600-1)	700/60 555 (600-1¼)
CIRCLING	780-2 635 (700-2)			

MIRL Rwy 8-26
HIRL Rwy 17-35

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	6001
272°	TDZE	139
	Apt Elev	145

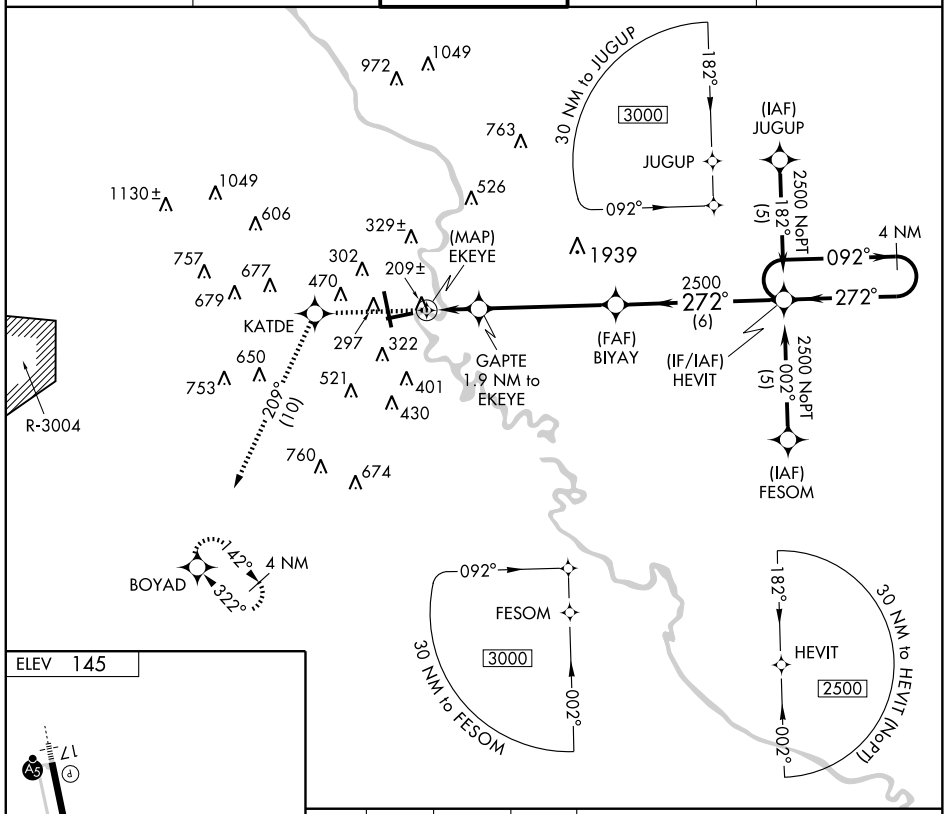
RNAV (GPS) RWY 26

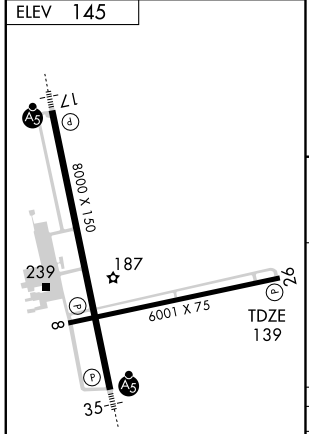
AUGUSTA RGNL AT BUSH FIELD (AGS)

When VGSI inoperative, straight-in/circling Rwy 26 procedure NA at night. Circling to Rwy 8 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

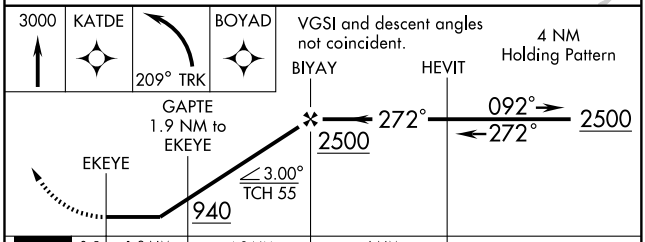
MISSED APPROACH: Climb to 3000 direct KATDE WP and climbing left turn via 209° track to BOYAD WP and hold.

ATIS	AUGUSTA APP CON ★	AUGUSTA TOWER ★	GND CON	UNICOM
132.75	126.8 270.3	118.7 (CTAF) L 239.3	121.9 348.6	122.95





MIRL Rwy 8-26
HIRL Rwy 17-35



CATEGORY	A	B	C	D
LNAV MDA	540-1 401 (400-1)		540-1¼ 401 (400-1¼)	
CIRCLING	780-1 635 (700-1)		780-1¾ 635 (700-1¾)	780-2 635 (700-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	8000
CH 97303	352°	TDZE	136
W35A		Apt Elev	145

RNAV (GPS) RWY 35

AUGUSTA RGNL AT BUSH FIELD (AGS)

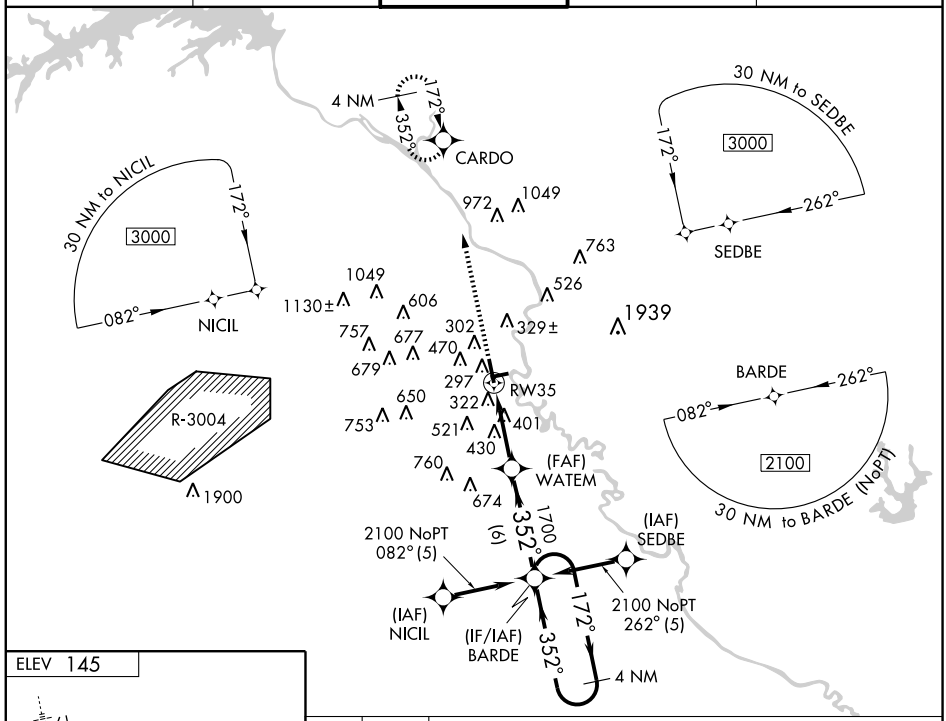
ASR

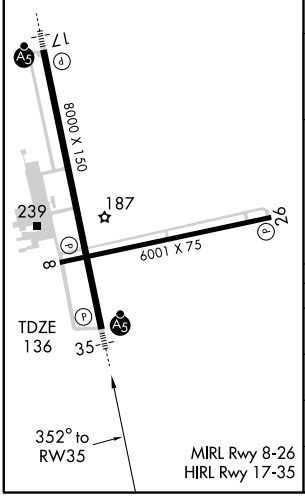
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).
When VGSI inoperative, circling Rwy 26 NA at night.
Circling to Rwy 8 NA at night.

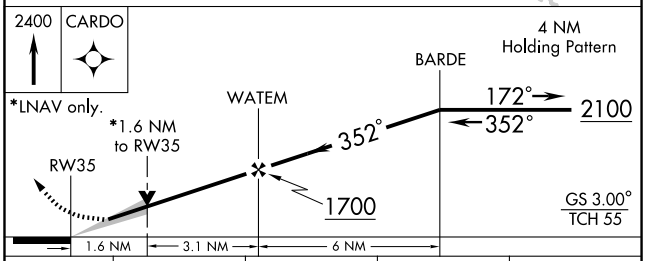
MALSR

MISSED APPROACH: Climb to 2400 direct CARDO and hold.

ATIS	AUGUSTA APP CON ★	AUGUSTA TOWER ★	GND CON	UNICOM
132.75	126.8 270.3	118.7 (CTAF) L 239.3	121.9 348.6	122.95







CATEGORY	A	B	C	D
LPV DA	430/24 294 (300-½)			
LNAV/VNAV DA	680-1½ 544 (600-1½)			
LNAV MDA	700/24 564 (600-½)		700/50 564 (600-1)	700/60 564 (600-1¼)
CIRCLING	780-2 635 (700-2)			

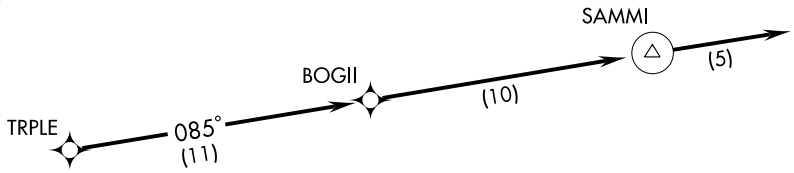
SE-4, 22 OCT 2009 to 19 NOV 2009

SAMMI TWO DEPARTURE (RNAV)

SL-27 (FAA)

AUGUSTA RGNL AT BUSH FIELD (AGS)
AUGUSTA, GEORGIA

AUGUSTA TOWER★
118.7 (CTAF) 239.3
AUGUSTA DEP CON★
126.8 270.3
AUGUSTA RGNL CLNC DEL
118.2



TAKEOFF MINIMUMS:
Rwy 17, 35: STANDARD.
Rwy 8: STANDARD with a minimum climb of 392 feet per NM to 2600.
Rwy 26: 300-1¾ or STANDARD with a minimum climb of 308 feet per NM to 500.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: Aircraft departing AIK and AGS expect radar vectors to SAMMI.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 8, 17, 26, 35: Climb heading assigned by ATC, expect vectors to TRPLE, then via depicted route to SAMMI, then fly heading 085°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:
Rwy 8: Numerous trees beginning 560' from DER, 67' left of centerline, up to 80' AGL/209' MSL. Numerous trees beginning 821' from DER, 124' right of centerline, up to 80' AGL/209' MSL.
Rwy 17: Numerous trees beginning 746' from DER, 616 left of centerline, up to 72' AGL/203' MSL. Numerous trees beginning 1,700' from DER, 759' right of centerline, up to 82' AGL/216' MSL.
Rwy 26: Numerous trees beginning 993' from DER, 295' left of centerline, up to 85' AGL/219' MSL. Light pole and numerous trees beginning 1,016' from DER, 286' right of centerline, up to 71' AGL/205' MSL. Trees 4,983' from DER, 1,396' left of centerline, 100' AGL/329' MSL. Trees 1.4 NM from DER, 169' right of centerline, 112' AGL/361' MSL.

SE-4, 22 OCT 2009 to 19 NOV 2009

STUGE THREE ARRIVAL (STUGE.STUGE3)

ST-27 (FAA)

AUGUSTA RGNL AT BUSH FIELD
AUGUSTA, GEORGIA

AUGUSTA APP CON ★
119.15 284.625
AUGUSTA RGNL ATIS
132.75

COLLIERS
113.9 IRQ
Chan 86

COLUMBIA
114.7 CAE
Chan 94

R-210

R-137

ALLENDALE
116.7 ALD
N33° 00.75′ - W81° 17.53′

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at 14,000′.

V417

3000
315°
(13)

STUGE
N33°10.01′ - W81°29.01′

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at or below 12,000′ and 250 KTS.

R-097

14,000
282°
(64)

V417

R-176

CHARLESTON
113.5 CHS
Chan 82
N32° 53.66′
W80° 02.27′

L-23-24, H-9-12

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at FL180.

14,000
001°
(52)

V37

SAVANNAH
115.95 SAV
Chan 106 (Y)
N32° 08.78′
W81° 11.95′

L-23-24, H-9-12

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at FL180.

NOTE: RADAR Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-4, 22 OCT 2009 to 19 NOV 2009

STUGE THREE ARRIVAL (STUGE.STUGE3)

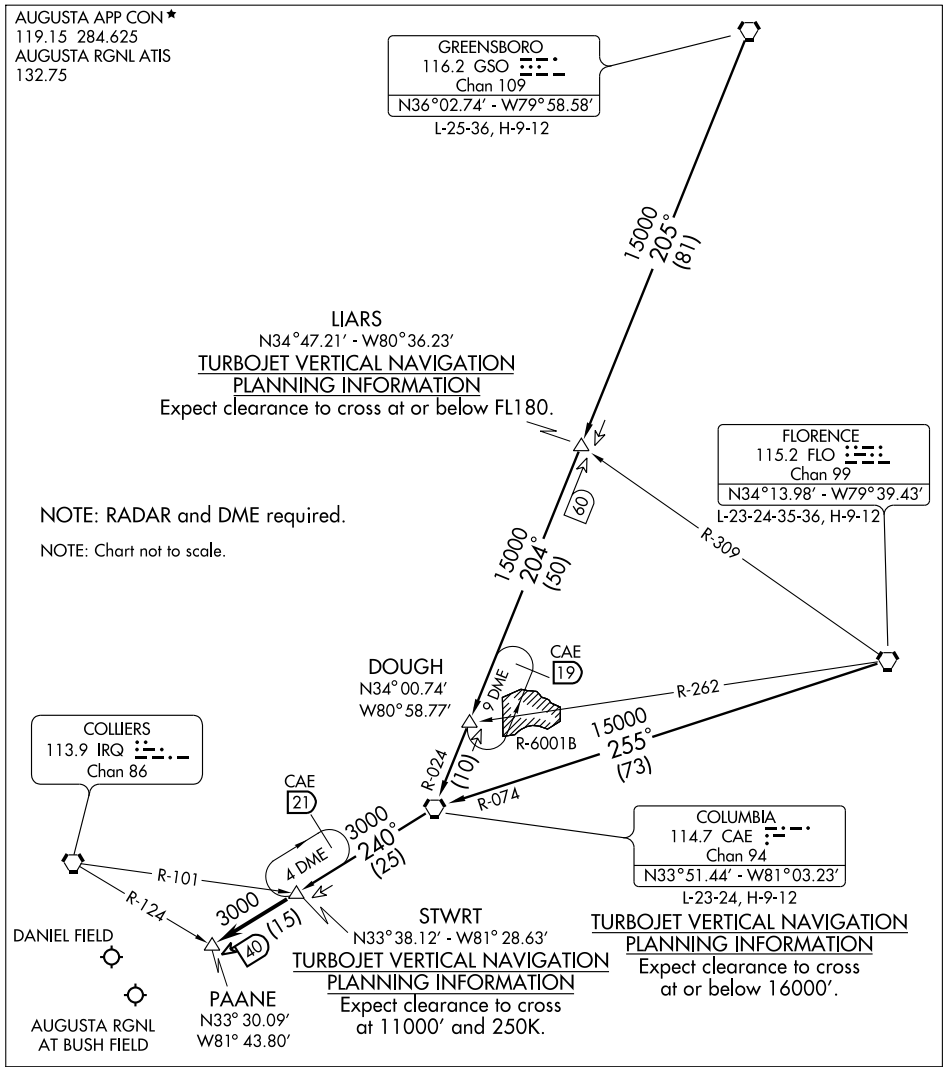
ARRIVAL DESCRIPTION

CHARLESTON TRANSITION (CHS.STUGE3): From over CHS VORTAC via CHS R-282 and ALD R-097 to ALD VOR. Thence. . . .

SAVANNAH TRANSITION (SAV.STUGE3): From over SAV VORTAC via SAV R-001 and ALD R-176 to ALD VOR. Thence. . . .

. . . .From over ALD VOR via ALD R-315 to STUGE INT, MEA 3000. Expect radar vectors to final approach course.

STWRT TWO ARRIVAL (STWRT.STWRT2) ST-27 (FAA) AUGUSTA, GEORGIA



COLUMBIA TRANSITION (CAE.STWRT2): From over CAE VORTAC via CAE R-240 to STWRT INT. Thence. . . .

FLORENCE TRANSITION (FLO.STWRT2): From over FLO VORTAC via FLO R-255 and CAE R-074 to CAE VORTAC, then via CAE R-240 to STWRT INT. Thence. . . .

GREENSBORO TRANSITION (GSO.STWRT2): From over GSO VORTAC via GSO R-205 to LIARS INT, then via CAE R-024 to CAE VORTAC, then via CAE R-240 to STWRT INT. Thence. . . .

. . . . from over STWRT INT, via the CAE R-240 to PAANE INT. Expect radar vectors to airport after PAANE.

SE-4, 22 OCT 2009 to 19 NOV 2009

VORTAC IRQ	APP CRS	Rwy Idg	8000
113.9	157°	TDZE	145
Chan 86		Apt Elev	145

VOR/DME RWY 17

AUGUSTA RGNL AT BUSH FIELD (AGS)

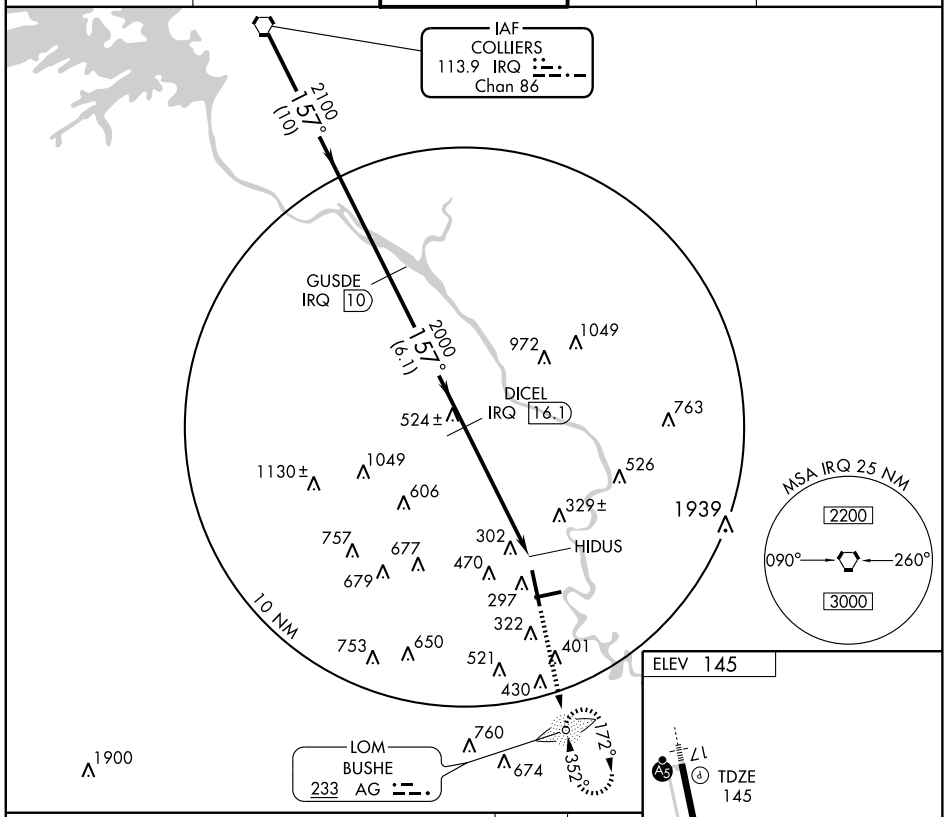
ASR

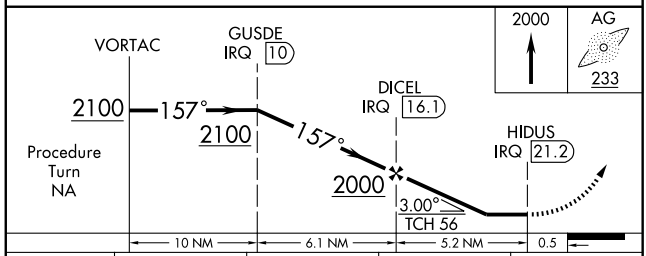
ADF REQUIRED

MALSR

MISSED APPROACH: Climb to 2000 direct AG LOM and hold.

ATIS	AUGUSTA APP CON ★	AUGUSTA TOWER ★	GND CON	UNICOM
132.75	126.8 270.3	118.7 (CTAF) L 239.3	121.9 348.6	122.95





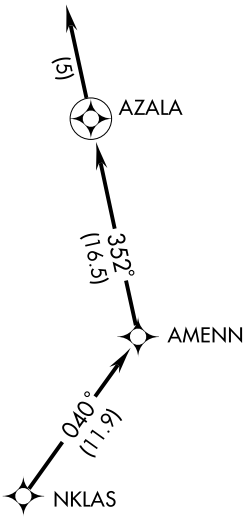
CATEGORY	A	B	C	D
S-17	720/24 575 (600-½)	720/40 575 (600-¾)	720/50 575 (600-1)	720/60 575 (600-1¼)
CIRCLING	780-1 635 (700-1)	780-1¼ 635 (700-1¼)	780-1¾ 635 (700-1¾)	780-2 635 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SE-4, 22 OCT 2009 to 19 NOV 2009

AZALA TWO DEPARTURE (RNAV)

AUGUSTA DEP CON ★
126.8 270.3
ATLANTA CENTER CLNC DEL ★
128.1
CTAF
123.05



TAKEOFF MINIMUMS:
Rwy 11, 29: STANDARD.
Rwy 5: 300-1 or STANDARD with a minimum climb of 385 feet per NM to 800.
Rwy 23: 600-3 or STANDARD with a minimum climb of 350 feet per NM to 1300.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For Prop aircraft during Masters golf tournament week.

TAKEOFF OBSTACLE NOTES:

Rwy 5: Rising terrain beginning 143′ from DER, 260′ right of centerline, 430′ MSL. Building 315′ from DER, 350′ right of centerline, 50′ AGL/479′ MSL. Numerous trees beginning 992′ from DER, 12′ right of centerline, up to 100′ AGL/569′ MSL. Road and vehicle 348′ from DER, on centerline 17′ AGL/446′ MSL. Terrain beginning 178′ from DER, 134′ left of centerline up to 466′ MSL. Building 392′ from DER, 207′ left of centerline, 50′ AGL/489′ MSL. Numerous trees beginning 636′ from DER, 12′ left of centerline, up to 100′ AGL/579′ MSL.

Rwy 11: Hangar 7′ from DER, 493′ right of centerline, 50′ AGL/479′ MSL. Road and vehicle 253′ from DER, on centerline, 17′ AGL/446′ MSL. Numerous trees beginning 449′ from DER, 138′ right of centerline, up to 100′ AGL/529′ MSL. Building 2,232′ from DER, 480′ right of centerline, 106′ AGL/509′ MSL. Terrain beginning 80′ from DER, 146′ left of centerline, up to 430′ MSL. Building 251′ from DER, 531′ left of centerline, 50′ AGL/479′ MSL. Building 483′ from DER, 286′ left of centerline, 50′ AGL/479′ MSL. Numerous trees beginning 564′ from DER, 145′ left of centerline, up to 100′ AGL/529′ MSL.

Rwy 23: Tower 2.4 NM from DER, 3,437′ right of centerline, 600′ AGL/965′ MSL. Numerous trees beginning 164′ from DER, 10′ left of centerline, up to 100′ AGL/459′ MSL. Numerous trees beginning 5′ from DER, 113′ right of centerline, up to 100′ AGL/459′ MSL. Building 279′ from DER, 114′ right of centerline, 50′ AGL/409′ MSL.

Rwy 29: Numerous trees beginning 7′ from DER, 117′ left of centerline up to 100′ AGL/539′ MSL. Building 311′ from DER, 140′ left of centerline, 50′ AGL/459′ MSL. Road and vehicle 4′ from DER, 229′ right of centerline, 17′ AGL/446′ MSL. Numerous trees beginning 31′ from DER, 3′ right of centerline, up to 100′ AGL/539′ MSL. Building 1,480′ from DER, 793′ right of centerline, 50′ AGL/489′ MSL.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

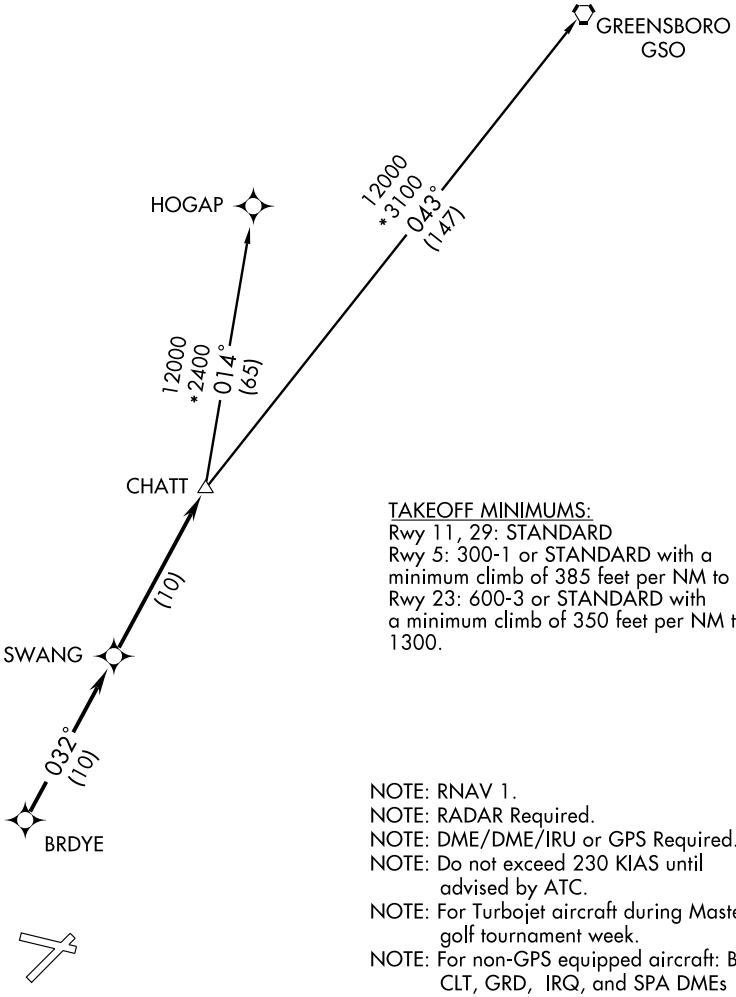
TAKEOFF RWY 5, 11, 23, 29: Climb heading assigned by ATC, expect vectors to NKLAS, then via depicted route to AZALA, then fly heading 352°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

CHATT TWO DEPARTURE (RNAV) SL-28 (FAA)

AUGUSTA/ DANIEL FIELD (DNL)
AUGUSTA, GEORGIA

AUGUSTA DEP CON ★
126.8 270.3
ATLANTA CENTER CLNC DEL ★
128.1
CTAF
123.05



TAKEOFF MINIMUMS:
Rwy 11, 29: STANDARD
Rwy 5: 300-1 or STANDARD with a minimum climb of 385 feet per NM to 800.
Rwy 23: 600-3 or STANDARD with a minimum climb of 350 feet per NM to 1300.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For Turbojet aircraft during Masters golf tournament week.
NOTE: For non-GPS equipped aircraft: BZM, CLT, GRD, IRQ, and SPA DMEs must be operational.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

SE-4, 22 OCT 2009 to 19 NOV 2009

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5, 11, 23, 29: Climb heading assigned by ATC, expect vectors to BRDYE, then via depicted route to CHATT. Thence....

..... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

GREENSBORO TRANSITION (CHATT2.GSO):
HOGAP TRANSITION (CHATT2.HOGAP):

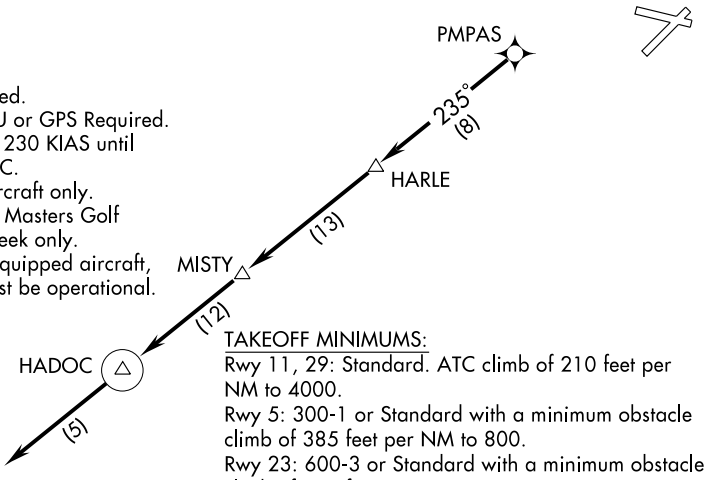
TAKEOFF OBSTACLE NOTES:
Rwy 5: Rising terrain beginning 143' from DER, 260' right of centerline, 430 MSL. Building 315' from DER, 350' right of centerline, 50' AGL/479' MSL. Numerous trees beginning 992' from DER, 12' right of centerline, up to 100' AGL/569' MSL. Road and vehicle 348' from DER, on centerline, 17' AGL/446' MSL. Terrain beginning 178' from DER, 134' left of centerline up to 466' MSL. Building 392' from DER, 207' left of centerline, 50' AGL/489' MSL. Numerous trees beginning 636' from DER, 12' left of centerline, up to 100' AGL/579' MSL.
Rwy 11: Hangar 7' from DER, 493' right of centerline, 50' AGL/479' MSL. Road and vehicle 253' from DER, on centerline, 17' AGL/446' MSL. Numerous trees beginning 449' from DER, 138' right of centerline, up to 100' AGL/529' MSL. Building 2,232' from DER, 480' right of centerline, 106' AGL/509' MSL. Terrain beginning 80' from DER, 146' left of centerline, up to 430' MSL. Building 251' from DER, 531' left of centerline, 50' AGL/479' MSL. Building 483' from DER, 286' left of centerline, 50' AGL/479' MSL. Numerous trees beginning 564' from DER, 145' left of centerline, up to 100' AGL/529' MSL.
Rwy 23: Tower 2.4 NM from DER, 3,437' right of centerline, 600' AGL/965' MSL. Numerous trees beginning 164' from DER, 10' left of centerline, up to 100' AGL/459' MSL. Numerous trees beginning 5' from DER, 113' right of centerline, up to 100' AGL/459' MSL. Building 279' from DER, 114' right of centerline, 50' AGL/409' MSL.
Rwy 29: Numerous trees beginning 7' from DER, 117' left of centerline, up to 100' AGL/539' MSL. Building 311' from DER, 140' left of centerline, 50' AGL/459' MSL. Road and vehicle 4' from DER, 229' right of centerline, 17' AGL/446' MSL. Numerous trees beginning 31' from DER, 3' right of centerline, up to 100' AGL/539' MSL. Building 1,480' from DER, 739' right of centerline, 50' AGL/489' MSL.

SE-4, 22 OCT 2009 to 19 NOV 2009

MISTY THREE DEPARTURE (RNAV)

AUGUSTA DEP CON ★
126.8 270.3
ATLANTA CENTER CLNC DEL ★
128.1
CTAF
123.05

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For turbojet aircraft only.
NOTE: For use during Masters Golf Tournament week only.
NOTE: For non-GPS equipped aircraft, AHN DME must be operational.



TAKEOFF MINIMUMS:
Rwy 11, 29: Standard. ATC climb of 210 feet per NM to 4000.
Rwy 5: 300-1 or Standard with a minimum obstacle climb of 385 feet per NM to 800.
Rwy 23: 600-3 or Standard with a minimum obstacle climb of 350 feet per NM to 1300.

TAKEOFF OBSTACLE NOTES:

Rwy 5: Rising terrain beginning 143′ from DER, 260′ right of centerline, 430′ MSL. Building 315′ from DER, 350′ right of centerline, 50′ AGL/479′ MSL. Numerous trees beginning 992′ from DER, 12′ right of centerline, up to 100′ AGL/569′ MSL. Road and vehicle 348′ from DER, on centerline 17′ AGL/446′ MSL. Terrain beginning 178′ from DER, 134′ left of centerline up to 466′ MSL. Building 392′ from DER, 207′ left of centerline, 50′ AGL/489′ MSL. Numerous trees beginning 636′ from DER, 12′ left of centerline, up to 100′ AGL/579′ MSL.

Rwy 11: Hangar 7′ from DER, 493′ right of centerline, 50′ AGL/479′ MSL. Road and vehicle 253′ from DER, on centerline, 17′ AGL/446′ MSL. Numerous trees beginning 449′ from DER, 138′ right of centerline, up to 100′ AGL/529′ MSL. Building 2,232′ from DER, 480′ right of centerline, 106′ AGL/509′ MSL. Terrain beginning 80′ from DER, 146′ left of centerline, up to 430′ MSL. Building 251′ from DER, 531′ left of centerline, 50′ AGL/479′ MSL. Building 483′ from DER, 286′ left of centerline, 50′ AGL/479′ MSL. Numerous trees beginning 564′ from DER, 145′ left of centerline, up to 100′ AGL/529 ′MSL.

Rwy 23: Tower 2.4 NM from DER, 3,437′ right of centerline, 600′AGL/965′ MSL. Numerous trees beginning 164′ from DER, 10′ left of centerline, up to 100′ AGL/459′ MSL. Numerous trees beginning 5′ from DER, 113′ right of centerline, up to 100′ AGL/459′ MSL. Building 279′ from DER, 114′ right of centerline, 50′ AGL/409′ MSL.

Rwy 29: Numerous trees beginning 7′ from DER, 117′ left of centerline, up to 100′ AGL/539′ MSL. Building 311′ from DER, 140′ left of centerline, 50′ AGL/459′ MSL. Road and vehicle 4′ from DER, 229′ right of centerline, 17′ AGL/446′ MSL. Numerous trees beginning 31′ from DER, 3′ right of centerline, up to 100′ AGL/539′ MSL. Building 1,480′ from DER, 793′ right of centerline, 50′ AGL/489′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5, 11, 23, 29: Climb on assigned heading for radar vectors to PMPAS, then via depicted route to HADOC, thence....

.... maintain altitude assigned by ATC, expect clearance to filed altitude/flight level within 10 minutes after departure.

SE-4, 22 OCT 2009 to 19 NOV 2009

NDB AG	APP CRS	Rwy Idg	N/A
233	342°	TDZE	N/A
		Apt Elev	423

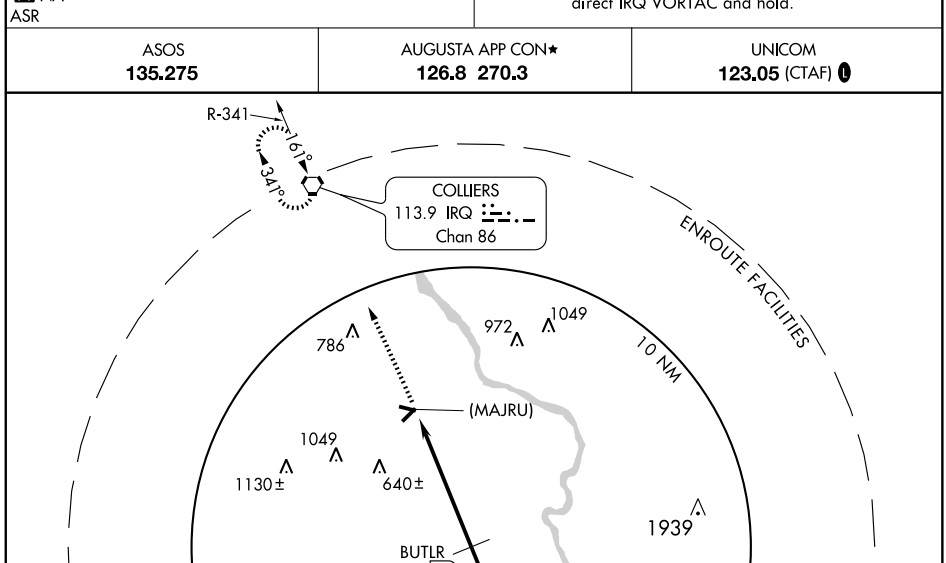
NDB/DME or GPS-C

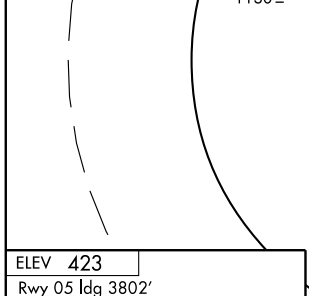
AUGUSTA/ DANIEL FIELD (DNL)

NA
ASR

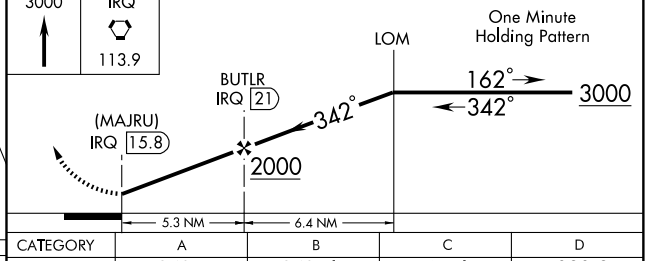
MISSED APPROACH: Climb to 3000 direct IRQ VORTAC and hold.

ASOS	AUGUSTA APP CON★	UNICOM
135.275	126.8 270.3	123.05 (CTAF) L





MIRL Rwys 11-29 and 5-23 L
REIL Rwys 11 and 29 L



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	940-1 517 (600-1)	940-1¼ 517 (600-1¼)	940-1½ 517 (600-1½)	1020-2 597 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

NDB EMR	APP CRS	Rwy Idg	3412
385	104°	TDZE	422
		Apt Elev	423

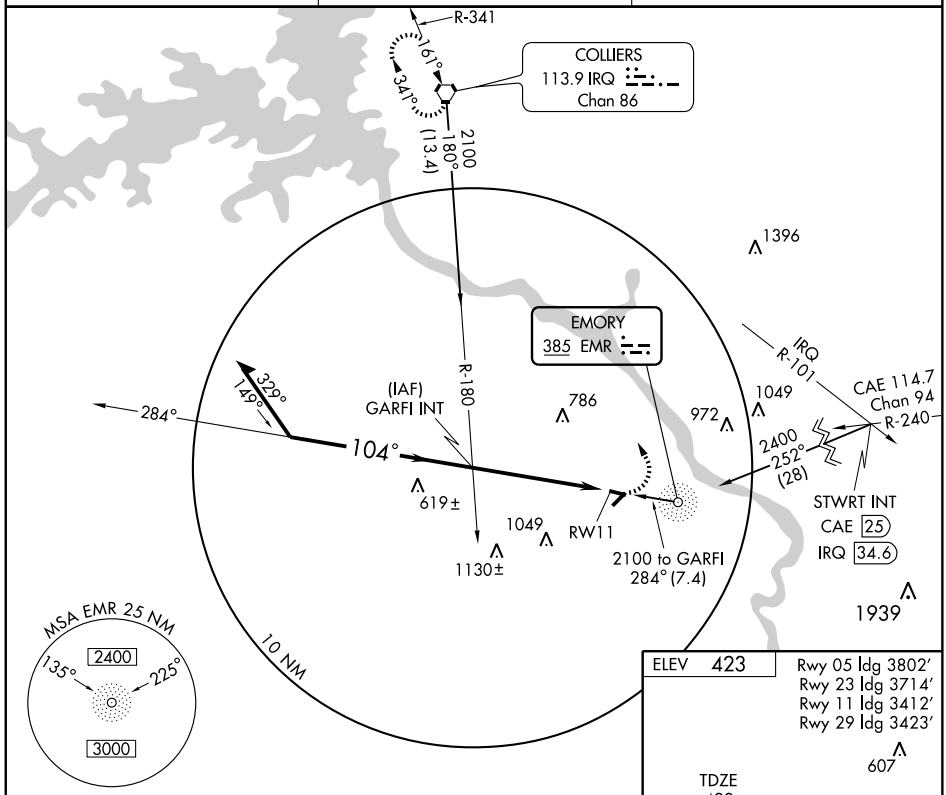
NDB or GPS RWY 11

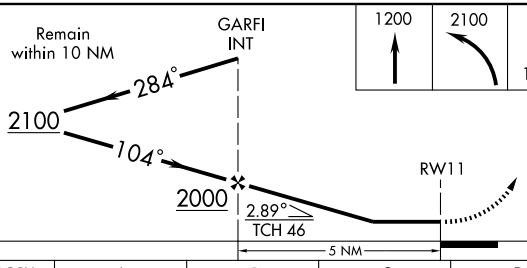
AUGUSTA/ DANIEL FIELD (DNL)

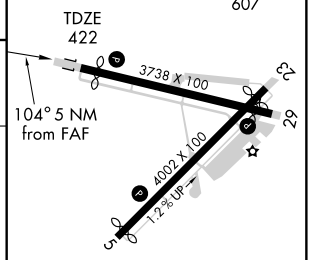
NA
ASR

MISSED APPROACH: Climb to 1200 then climbing left turn to 2100 direct IRQ VORTAC and hold.

ASOS	AUGUSTA APP CON ★	UNICOM
135.275	126.8 270.3	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-11	980-1 558 (600-1)		980-1½ 558 (600-1½)	980-1¾ 558 (600-1¾)
CIRCLING	980-1 557 (600-1)		980-1½ 557 (500-1½)	1020-2 597 (600-2)

MIRL Rwys 11-29 and 5-23 L
REIL Rwys 11 and 29 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

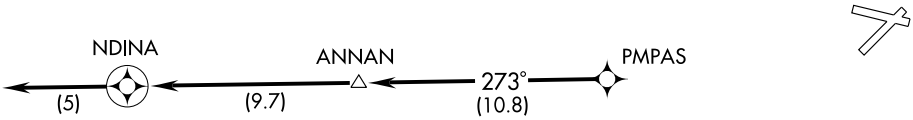
SE-4, 22 OCT 2009 to 19 NOV 2009

NDINA TWO DEPARTURE (RNAV)

AUGUSTA DEP CON ★
126.8 270.3
ATLANTA CENTER CLNC DEL ★
128.1
CTAF
123.05

TAKEOFF MINIMUMS:
Rwy 11, 29: STANDARD.
Rwy 5: 300-1 or STANDARD with minimum climb of 385 feet per NM to 800.
Rwy 23: 600-3 or STANDARD with minimum climb of 350 feet per NM to 1300.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For Prop aircraft during Masters golf tournament week.
NOTE: For non-GPS equipped aircraft: IRQ and DBN DMEs must be operational.



TAKEOFF OBSTACLE NOTES:

Rwy 5: Rising terrain beginning 143' from DER, 260' right of centerline, 430' MSL. Building 315' from DER, 350' right of centerline, 50' AGL/479' MSL. Numerous trees beginning 992' from DER, 12' right of centerline, up to 100' AGL/569' MSL. Road and vehicle 348' from DER, on centerline 17' AGL/446' MSL. Terrain beginning 178' from DER, 134' left of centerline up to 466' MSL. Building 392' from DER, 207' left of centerline, 50' AGL/489' MSL. Numerous trees beginning 636' from DER, 12' left of centerline, up to 100' AGL/579' MSL.

Rwy 11: Hangar 7' from DER, 493' right of centerline, 50' AGL/479' MSL. Road and vehicle 253' from DER, on centerline, 17' AGL/446' MSL. Numerous trees beginning 449' from DER, 138' right of centerline, up to 100' AGL/529' MSL. Building 2,232' from DER, 480' right of centerline, 106' AGL/509' MSL. Terrain beginning 80' from DER, 146' left of centerline, up to 430' MSL. Building 251' from DER, 531' left of centerline, 50' AGL/479' MSL. Building 483' from DER, 286' left of centerline, 50' AGL/479' MSL. Numerous trees beginning 564' from DER, 145' left of centerline, up to 100' AGL/529' MSL.

Rwy 23: Tower 2.4 NM from DER, 3,437' right of centerline, 600' AGL/965' MSL. Numerous trees beginning 164' from DER, 10' left of centerline, up to 100' AGL/459' MSL. Numerous trees beginning 5' from DER, 113' right of centerline, up to 100' AGL/459' MSL. Building 279' from DER, 114' right of centerline, 50' AGL/409' MSL.

Rwy 29: Numerous trees beginning 7' from DER, 117' left of centerline up to 100' AGL/539' MSL. Building 311' from DER, 140' left of centerline, 50' AGL/459' MSL. Road and vehicle 4' from DER, 229' right of centerline, 17' AGL/446' MSL. Numerous trees beginning 31' from DER, 3' right of centerline, up to 100' AGL/539' MSL. Building 1,480' from DER, 793' right of centerline, 50' AGL/489' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

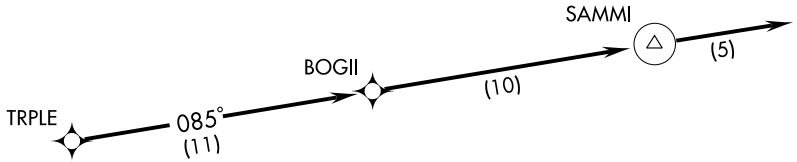
TAKEOFF RWY 5, 11, 23, 29: Climb heading assigned by ATC, expect vectors to PMPAS, then via depicted route to NDINA, then fly heading 273°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

SAMMI TWO DEPARTURE (RNAV)

AUGUSTA DEP CON ★
126.8 270.3
ATLANTA CENTER CLNC DEL ★
128.1
CTAF
123.05

TAKEOFF MINIMUMS:
Rwy 11, 29: STANDARD.
Rwy 5: 300-1 or STANDARD with a minimum climb of 385 feet per NM to 800.
Rwy 23: 600-3 or STANDARD with a minimum climb of 350 feet per NM to 1300.



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5, 11, 23, 29: Climb heading assigned by ATC, expect vectors to TRPLE, then via depicted route to SAMMI, then fly heading 085°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

(NARRATIVE ON FOLLOWING PAGE)

SE-4, 22 OCT 2009 to 19 NOV 2009

TAKEOFF OBSTACLE NOTES:

Rwy 5: Rising terrain beginning 143′ from DER, 260′ right of centerline, 430′ MSL. Building 315′ from DER, 350′ right of centerline, 50′ AGL/479′ MSL. Numerous trees beginning 992′ from DER, 12′ right of centerline, up to 100′ AGL/569′ MSL. Road and vehicle 348′ from DER, on centerline 17′ AGL/446′ MSL. Terrain beginning 178′ from DER, 134′ left of centerline up to 466′ MSL. Building 392′ from DER, 207′ left of centerline, 50′ AGL/489′ MSL. Numerous trees beginning 636′ from DER, 12′ left of centerline, up to 100′ AGL/579′ MSL.

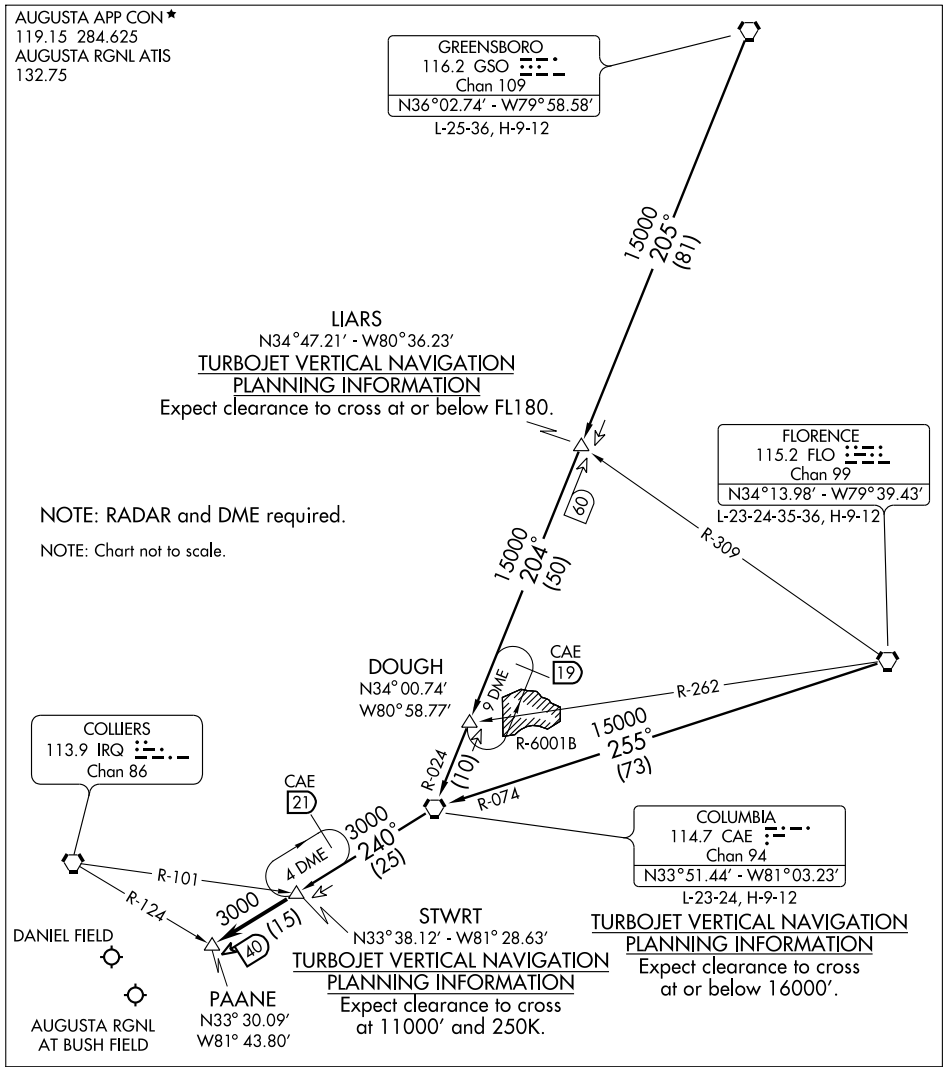
Rwy 11: Hangar 7′ from DER, 493′ right of centerline, 50′ AGL/479′ MSL. Road and vehicle 253′ from DER, on centerline, 17′ AGL/446′ MSL. Numerous trees beginning 449′ from DER, 138′ right of centerline, up to 100′ AGL/529′ MSL. Building 2,232′ from DER, 480′ right of centerline, 106′ AGL/509′ MSL. Terrain beginning 80′ from DER, 146′ left of centerline, up to 430′ MSL. Building 251′ from DER, 531′ left of centerline, 50′ AGL/479′ MSL. Building 483′ from DER, 286′ left of centerline, 50′ AGL/479′ MSL. Numerous trees beginning 564′ from DER, 145′ left of centerline, up to 100′ AGL/529′ MSL.

Rwy 23: Tower 2.4 NM from DER, 3,437′ right of centerline, 600′ AGL/965′ MSL. Numerous trees beginning 164′ from DER, 10′ left of centerline, up to 100′ AGL/459′ MSL. Numerous trees beginning 5′ from DER, 113′ right of centerline, up to 100′ AGL/459′ MSL. Building 279′ from DER, 114′ right of centerline, 50′ AGL/409′ MSL.

Rwy 29: Numerous trees beginning 7′ from DER, 117′ left of centerline up to 100′ AGL/539′ MSL. Building 311′ from DER, 140′ left of centerline, 50′ AGL/459′ MSL. Road and vehicle 4′ from DER, 229′ right of centerline, 17′ AGL/446′ MSL. Numerous trees beginning 31′ from DER, 3′ right of centerline, up to 100′ AGL/539′ MSL. Building 1,480′ from DER, 793′ right of centerline, 50′ AGL/489′ MSL.

SE-4, 22 OCT 2009 to 19 NOV 2009

STWRT TWO ARRIVAL (STWRT.STWRT2) ST-27 (FAA) AUGUSTA, GEORGIA



COLUMBIA TRANSITION (CAE.STWRT2): From over CAE VORTAC via CAE R-240 to STWRT INT. Thence. . . .

FLORENCE TRANSITION (FLO.STWRT2): From over FLO VORTAC via FLO R-255 and CAE R-074 to CAE VORTAC, then via CAE R-240 to STWRT INT. Thence. . . .

GREENSBORO TRANSITION (GSO.STWRT2): From over GSO VORTAC via GSO R-205 to LIARS INT, then via CAE R-024 to CAE VORTAC, then via CAE R-240 to STWRT INT. Thence. . . .

. . . . from over STWRT INT, via the CAE R-240 to PAANE INT. Expect radar vectors to airport after PAANE.

SE-4, 22 OCT 2009 to 19 NOV 2009

VORTAC IRQ	APP CRS	Rwy Idg	N/A
113.9	161°	TDZE	N/A
Chan 86		Apt Elev	423

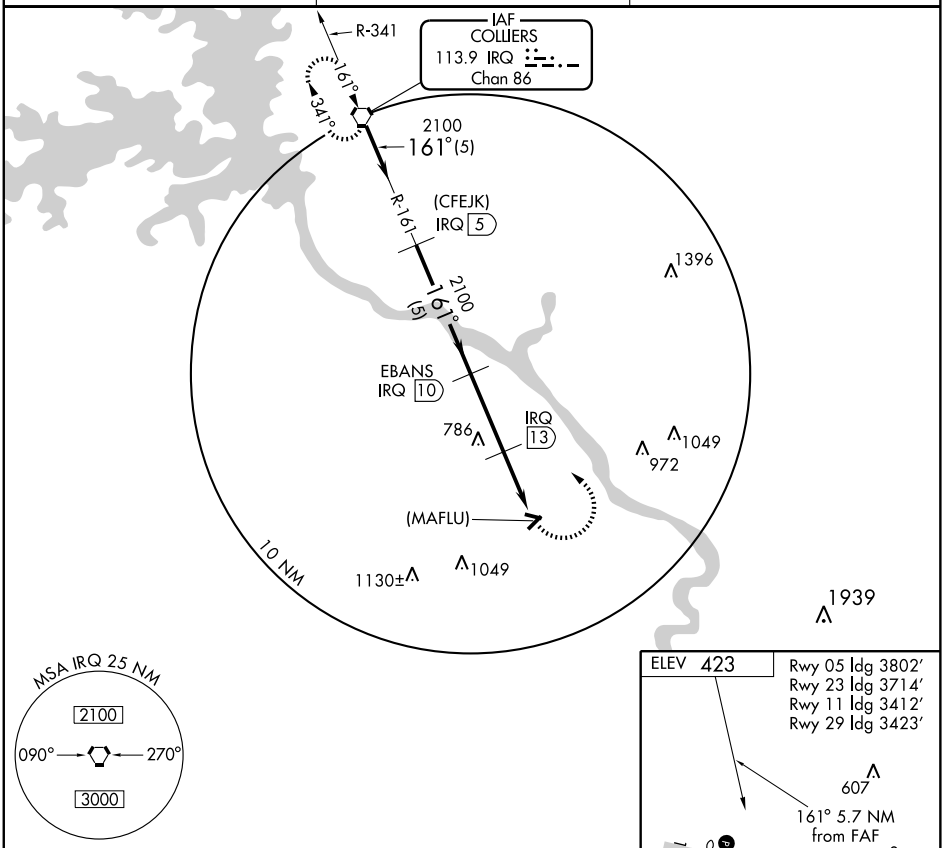
VOR/DME or GPS-B

AUGUSTA/ DANIEL FIELD (DNL)

NA
ASR

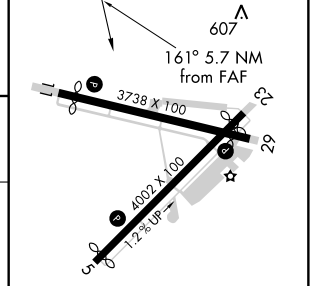
MISSED APPROACH: Climbing left turn to 2000 direct IRQ VORTAC and hold.

ASOS	AUGUSTA APP CON ★	UNICOM
135.275	126.8 270.3	123.05 (CTAF) L

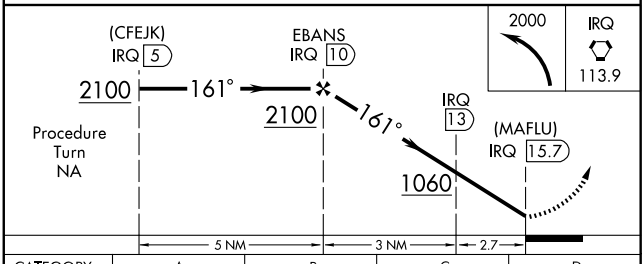


ELEV 423

Rwy 05 ldg 3802′
Rwy 23 ldg 3714′
Rwy 11 ldg 3412′
Rwy 29 ldg 3423′



MIRL Rwys 11-29 and 5-23 L
REIL Rwys 11 and 29 L



CATEGORY	A	B	C	D
CIRCLING	920-1 496 (500-1)		920-1½ 496 (500-1½)	1020-2 597 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SE-4, 22 OCT 2009 to 19 NOV 2009

VORTAC IRQ	APP CRS	Rwy Idg	3412
113.9	107°	TDZE	422
Chan 86		Apt Elev	423

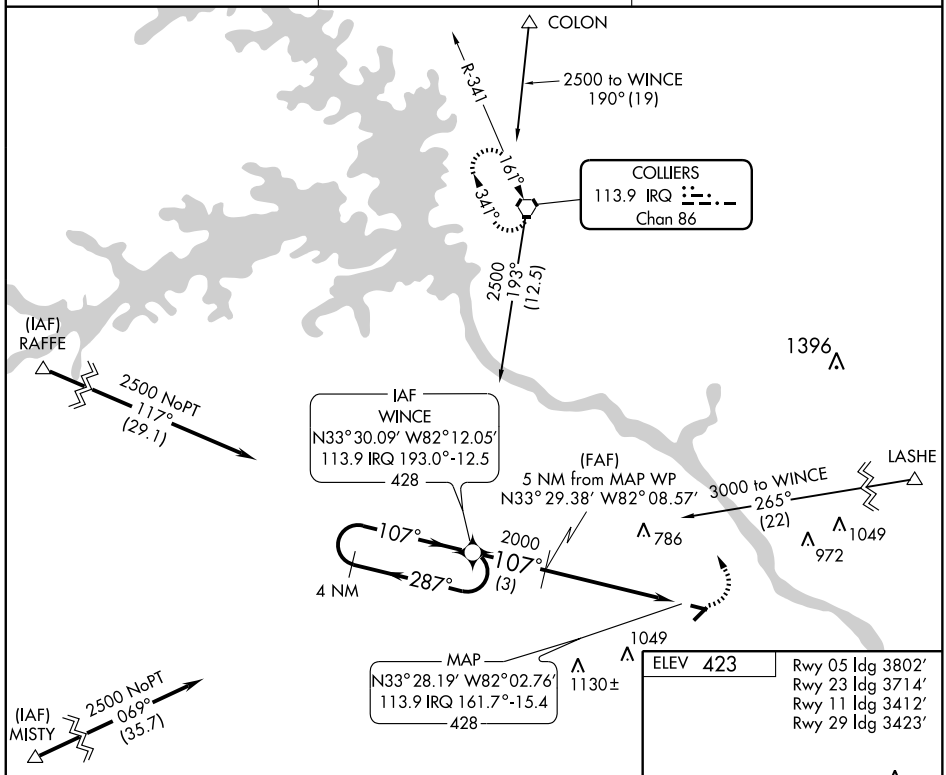
VOR/DME RNAV RWY 11

AUGUSTA/ DANIEL FIELD (DNL)

NA
ASR

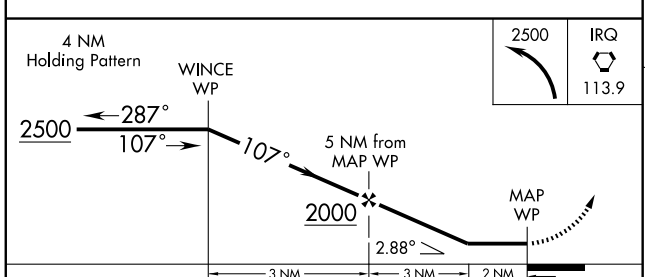
MISSED APPROACH: Climbing left turn to 2500 direct IRQ VORTAC and hold.

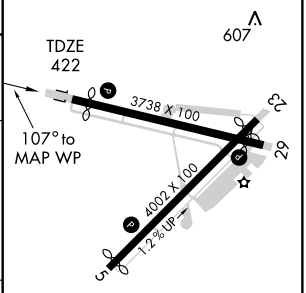
ASOS	AUGUSTA APP CON ★	UNICOM
135.275	126.8 270.3	123.05 (CTAF) L



ELEV 423

Rwy 05 ldg 3802′
Rwy 23 ldg 3714′
Rwy 11 ldg 3412′
Rwy 29 ldg 3423′





CATEGORY	A	B	C	D
S-11	1140-1	718 (800-1)	1140-2 718 (800-2)	1140-2¼ 718 (800-2¼)
CIRCLING	1140-1	717 (800-1)	1140-2 717 (800-2)	1140-2¼ 717 (800-2¼)

MIRL Rwys 11-29 and 5-23 L
REIL Rwys 11 and 29 L

SE-4, 22 OCT 2009 to 19 NOV 2009

LOC I-BGE	APP CRS	Rwy Idg	5502
111.35	271°	TDZE	135
		Apt Elev	142

LOC/NDB RWY 27

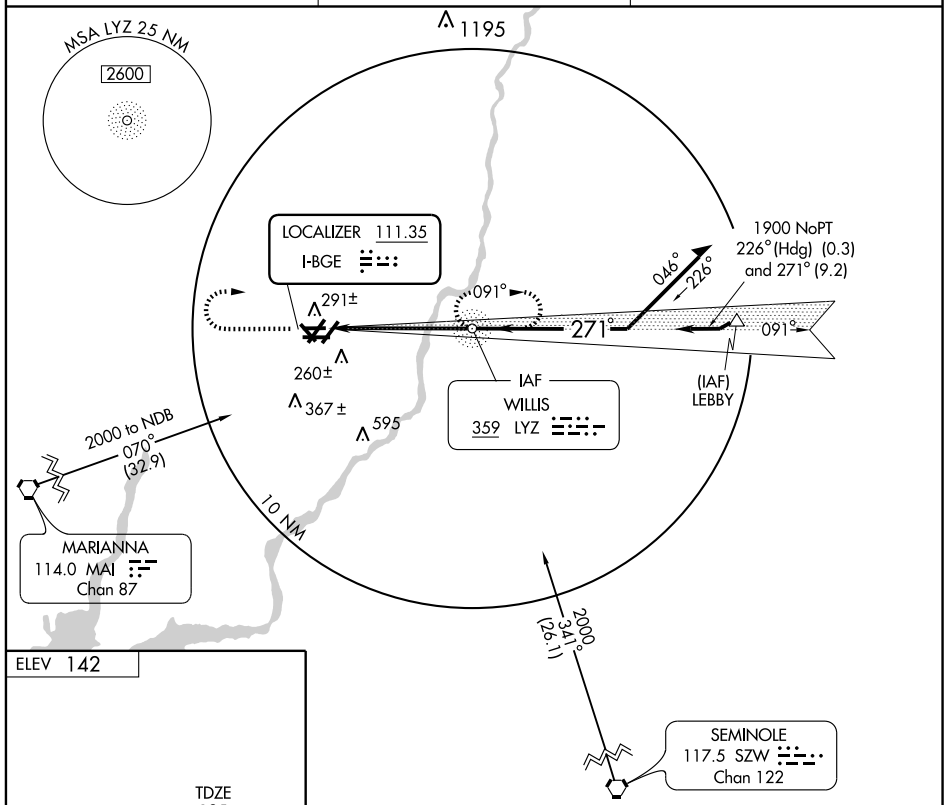
BAINBRIDGE/DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)

T A NA — If local altimeter setting not received, use Tallahassee Rgnl altimeter setting and increase all MDAs 100 feet.

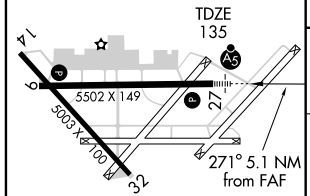
MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 1900 direct LYZ NDB and hold.

AWOS	TALLAHASSEE APP CON ★	UNICOM
121.125	128.7 254.3	122.975 (CTAF) L

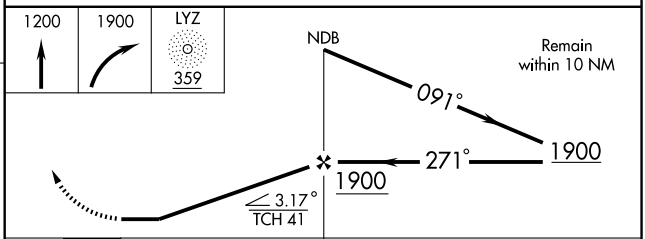


ELEV 142



MIRL Rwy 9-27 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-27	540-½ 405 (400-½)		540-¾ 405 (400-¾)	
CIRCLING	660-1 518 (600-1)		660-1½ 518 (600-1½)	700-2 558 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5502
091°	TDZE	142
	Apt Elev	142

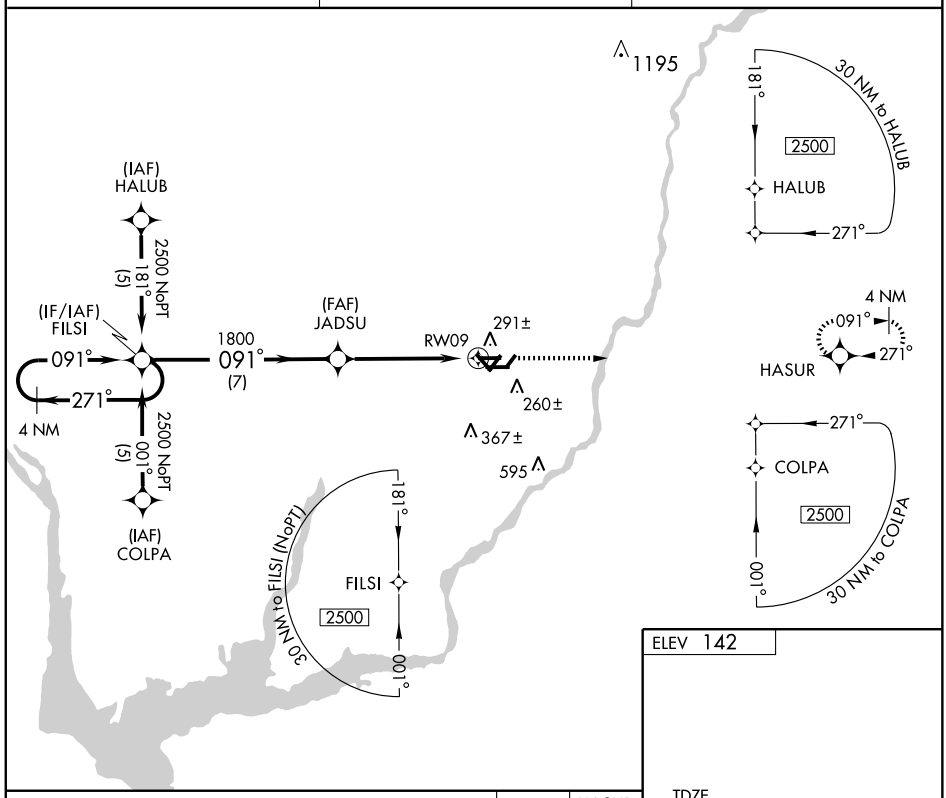
RNAV (GPS) RWY 9

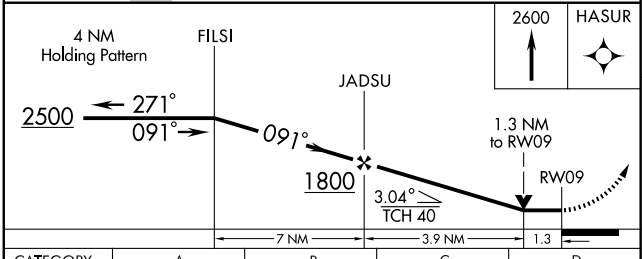
BAINBRIDGE/DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)

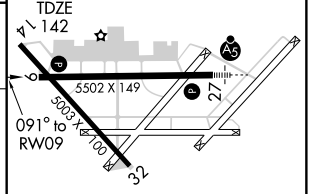
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. VDP NA with Tallahassee altimeter setting. If local altimeter setting not received, use Tallahassee Rgnl altimeter settng and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2600 direct HASUR WP and hold.

AWOS	TALLAHASSEE APP CON ★	UNICOM
121.125	128.7 254.3	122.975 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	580-1	438 (500-1)	580-1¼ 438 (500-1¼)	580-1½ 438 (500-1½)
CIRCLING	660-1	518 (600-1)	660-1½ 518 (600-1½)	700-2 558 (600-2)

MIRL Rwy 9-27 L

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5502
271°	TDZE	135
	Apt Elev	142

RNAV (GPS) RWY 27

BAINBRIDGE/DECATUR COUNTY INDUSTRIAL AIR PARK(BGE)

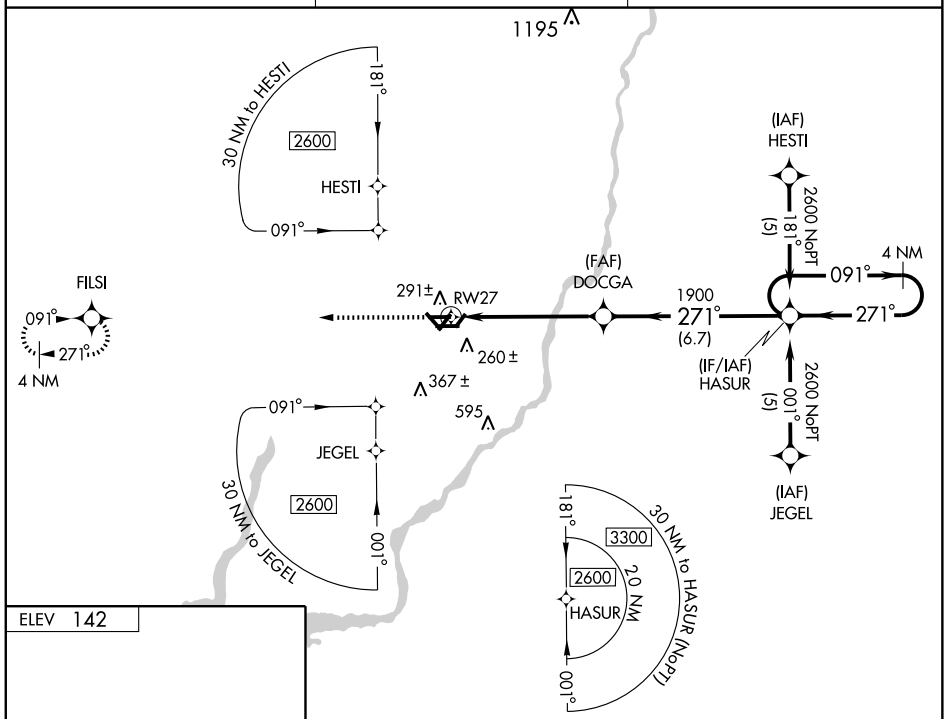
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
For inoperative MALSR increase Cat. D visibility to 1¼.
If local altimeter setting not received, use Tallahassee Rgnl altimeter setting and increase all MDAs 100 feet.
VDP NA with Tallahassee altimeter setting.

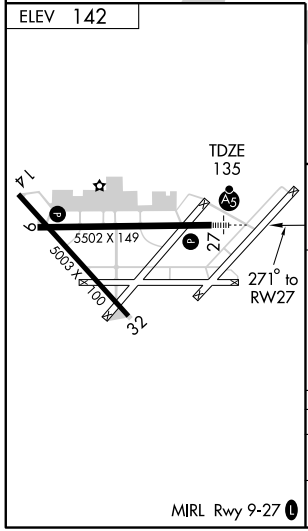
NA

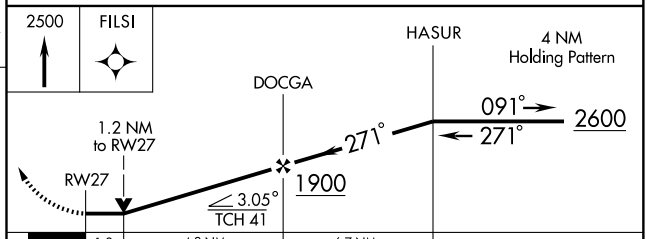
MALSR

MISSED APPROACH: Climb to 2500 direct FILSI WP and hold.

AWOS	TALLAHASSEE APP CON ★	UNICOM
121.125	128.7 254.3	122.975 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	540-½ 405 (400-½)		540-¾ 405 (400-¾)	540-1 405 (400-1)
CIRCLING	660-1 518 (600-1)		660-1½ 518 (600-1½)	700-2 558 (600-2)

MIRL Rwy 9-27 L

SE-4, 22 OCT 2009 to 19 NOV 2009

VORTAC MAI	APP CRS	Rwy Idg	N/A
114.0	066°	TDZE	N/A
Chan 87		Apt Elev	142

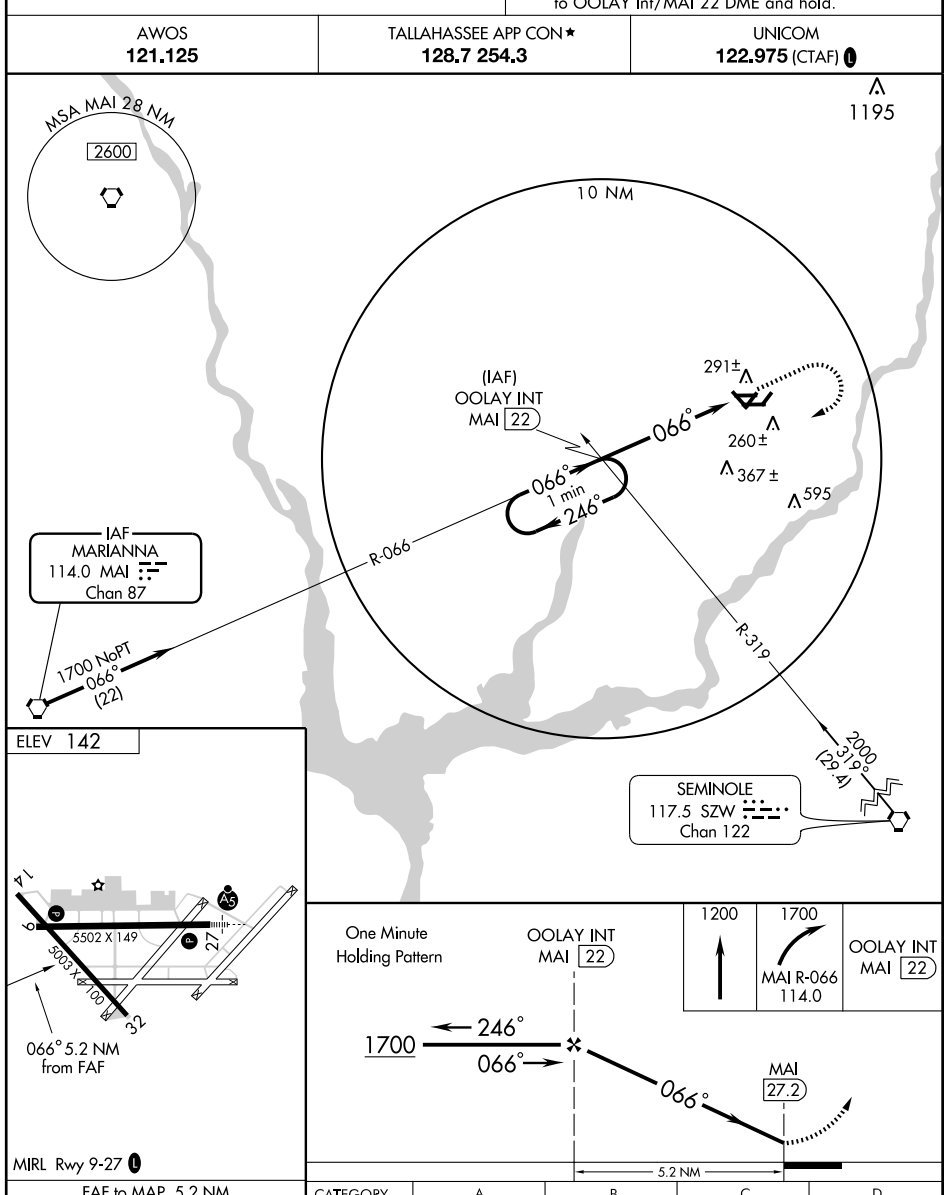
VOR-A

BAINBRIDGE/DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)

T NA If local altimeter setting not received, use Tallahassee Rgnl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 1200 then climbing right turn to 1700 via MAI R-066 to OOLAY Int/MAI 22 DME and hold.

AWOS	TALLAHASSEE APP CON ★	UNICOM
121.125	128.7 254.3	122.975 (CTAF) L



ELEV 142

MIRL Rwy 9-27 L

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D
CIRCLING	660-1 518 (600-1)	660-1¼ 518 (600-1¼)	660-1½ 518 (600-1½)	700-2 558 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

NDB BHC	APP CRS	Rwy Idg	5003
376	087°	TDZE	201
		Apt Elev	201

NDB RWY 8
BAXLEY MUNI (BHC)

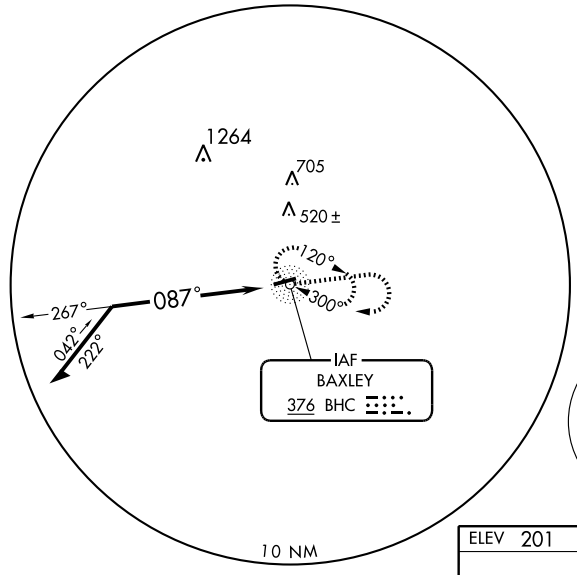
NA

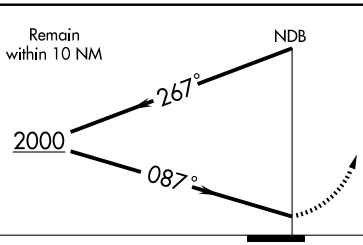
If local altimeter setting not received, use Alma altimeter setting and increase all MDAs 40 feet.
Cat. D circling NA North of Rwy 8-26.

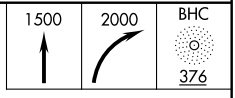
MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct BHC NDB and hold.

AWOS-A	JACKSONVILLE CENTER	UNICOM
376	132.3 290.4	122.8 (CTAF) L

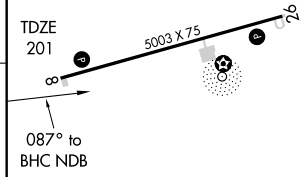
RADAR REQUIRED







ELEV 201



CATEGORY	A	B	C	D
S-8	700-1	499 (500-1)	700-1¼ 499 (500-1¼)	700-1½ 499 (500-1½)
CIRCLING	700-1	499 (500-1)	700-1½ 499 (500-1½)	760-2 559 (600-2)

MIRL Rwy 8-26 L

SE-4, 22 OCT 2009 to 19 NOV 2009

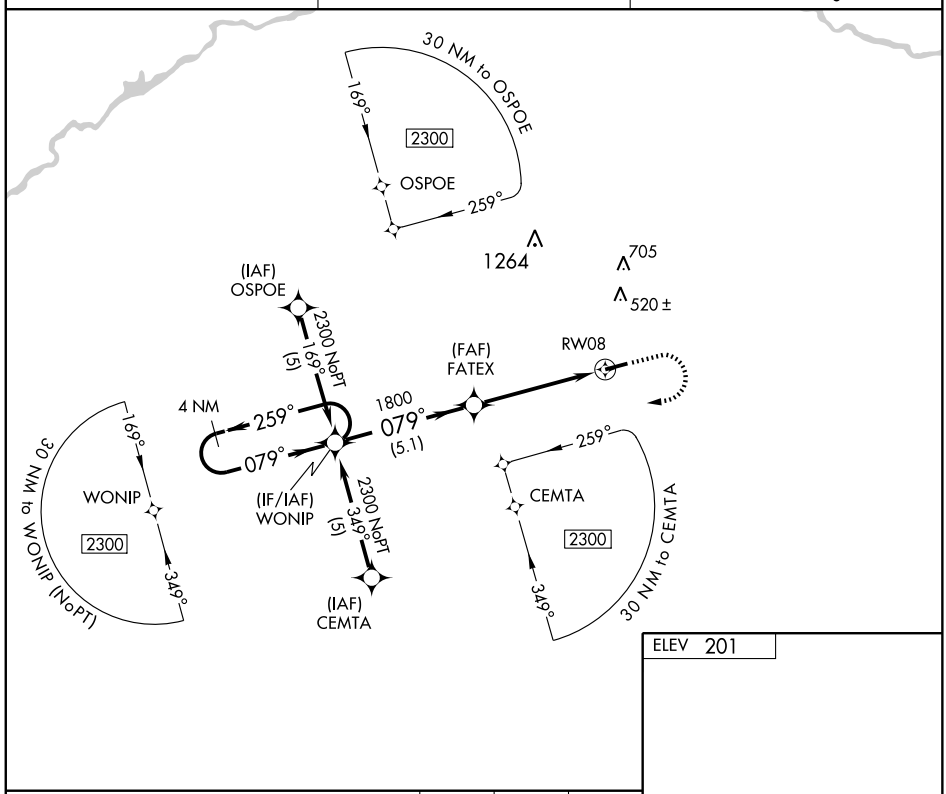
APP CRS		
079°	Rwy Idg	5003
	TDZE	201
	Apt Elev	201

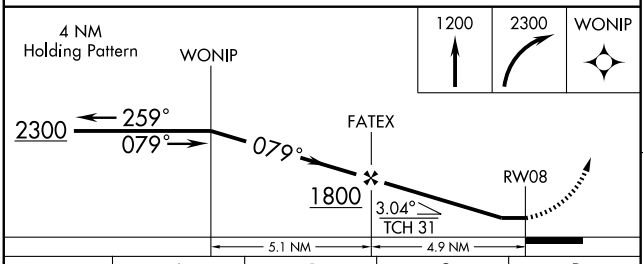
RNAV (GPS) RWY 8
BAXLEY MUNI (BHC)

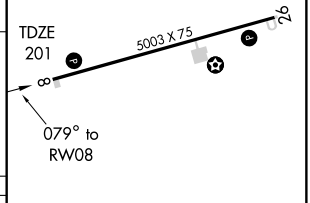
T A NA — If local altimeter setting not received, use Alma altimeter setting and increase all MDAs 40 feet. Cat. D circling NA North of Rwy 8-26. DME/DME RNP-0.3 NA. GPS or RNP-0.3 Required.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2300 direct WONIP WP and hold.

AWOS-A	JACKSONVILLE CENTER	UNICOM
376	132.3 290.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	580-1 379 (400-1)			580-1¼ 379 (400-1¼)
CIRCLING	640-1 439 (500-1)	660-1 459 (500-1)	660-1½ 459 (500-1½)	760-2 559 (600-2)

MIRL Rwy 8-26 L

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5003
259°	TDZE	201
	Apt Elev	201

RNAV (GPS) RWY 26

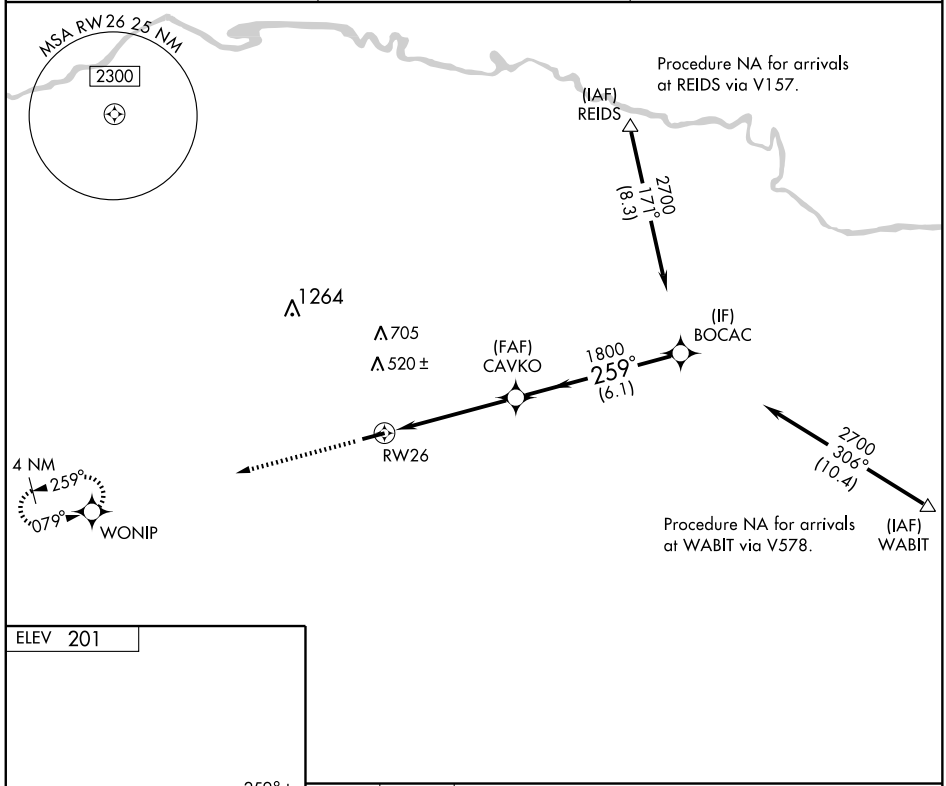
BAXLEY MUNI(BHC)

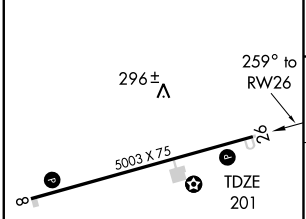
T NA

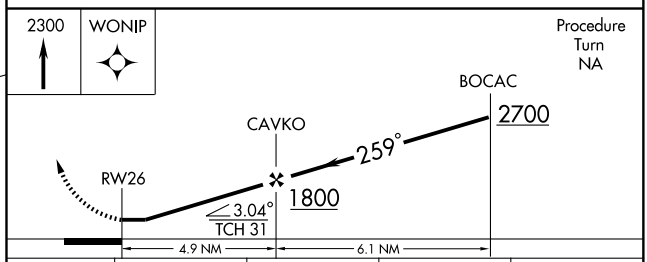
When local altimeter setting not received, use Alma altimeter setting and increase all MDAs 40 feet. Circling NA for Cat. D North of Rwy 8-26. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2300 direct WONIP and hold.

AWOS-A	JACKSONVILLE CENTER	UNICOM
376	132.3 290.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	560-1 359 (400-1)			560-1¼ 359 (400-1¼)
CIRCLING	640-1 439 (500-1)	660-1 459 (500-1)	660-1½ 459 (500-1½)	760-2 559 (600-2)

MIRL Rwy 8-26 L

SE-4, 22 OCT 2009 to 19 NOV 2009

LOC I-BIJ	APP CRS	Rwy Idg	5494
110.35	233°	TDZE	211
		Apt Elev	214

LOC/NDB RWY 23

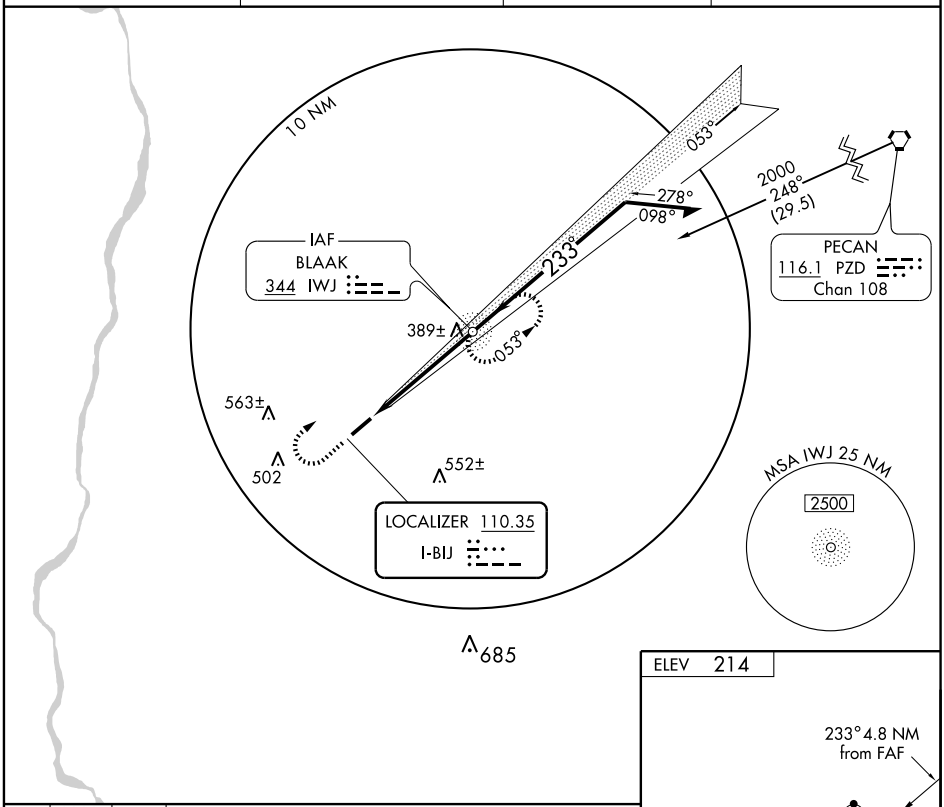
BLAKELY/ EARLY COUNTY (BIJ)

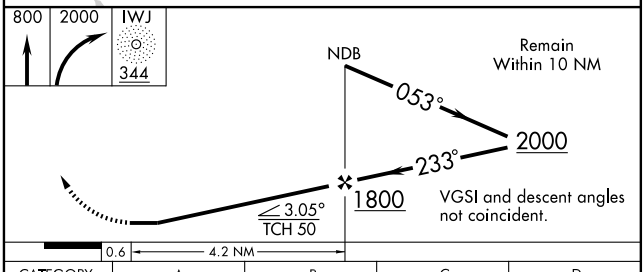
T A NA — When local altimeter setting not received, use Bainbridge altimeter setting and increase all MDAs 80 feet and S-23 Cat C visibility ¼ mile. Inoperative table does not apply to S-23 Cat C. Visibility reduction by helicopters NA.

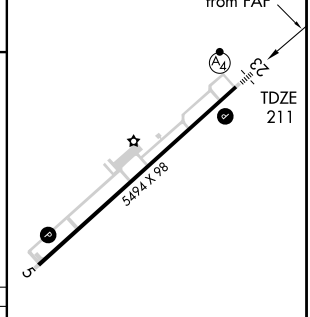
MALSF

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct IWJ NDB and hold.

AWOS-3	CAIRNS APP CON ★	GCO	CTAF
118.475	125.4 327.125	121.725	122.9 L







CATEGORY	A	B	C	D
S-23	640-¾	429 (500-¾)	640-1¼ 429 (500-1¼)	640-1½ 429 (500-1½)
CIRCLING	720-1	506 (600-1)	720-1½ 506 (600-1½)	780-2 566 (600-2)

MIRL Rwy 5-23 L

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5494
053°	TDZE	214
	Apt Elev	214

RNAV (GPS) RWY 5

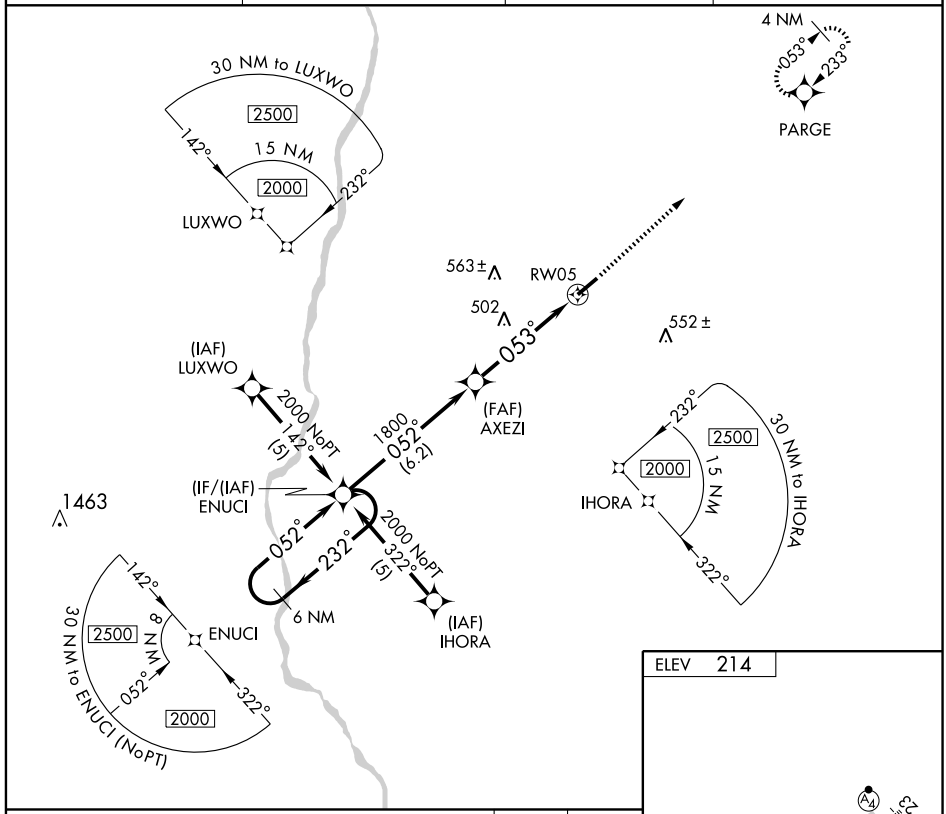
BLAKELY/ EARLY COUNTY (BIJ)

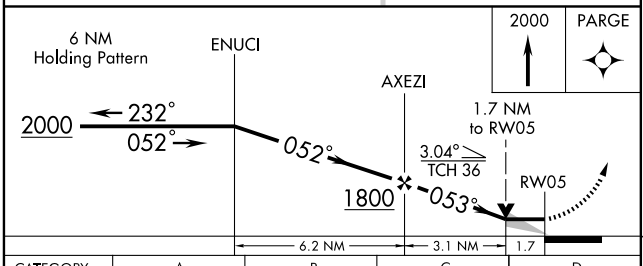
NA

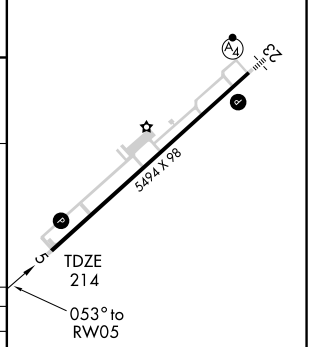
If local altimeter setting not received, use Cairns AAF, AL altimeter setting and increase all MDAs 120 feet. VDP NA when using Cairns AAF altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct PARGE WP and hold.

AWOS-3	CAIRNS APP CON ★	GCO	CTAF
118.475	125.4 327.125	121.725	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	780-1 566 (600-1)		780-1½ 566 (600-1½)	780-1¾ 566 (600-1¾)
CIRCLING	780-1 566 (600-1)		780-1½ 566 (600-1½)	780-2 566 (600-2)

MIRL Rwy 5-23 L

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5494
233°	TDZE	211
	Apt Elev	214

RNAV (GPS) RWY 23

BLAKELY/ EARLY COUNTY (BIJ)

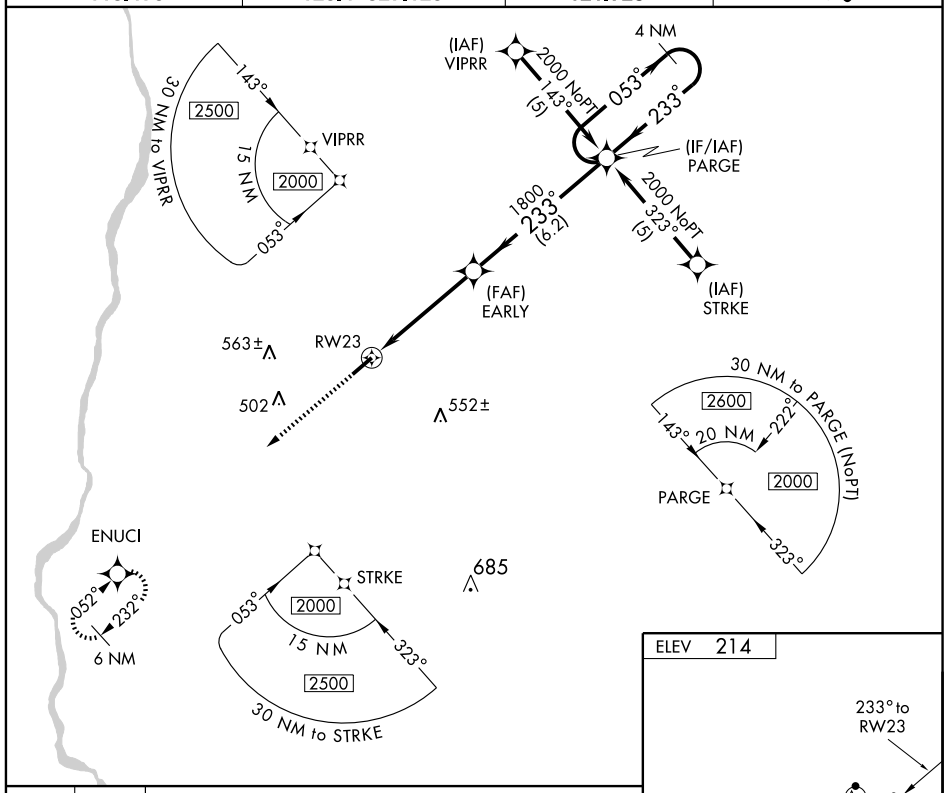
NA

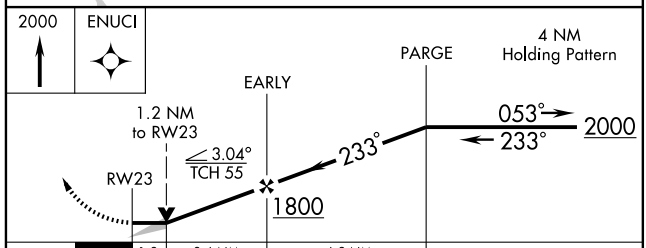
If local altimeter setting not received, use Cairns AAF, AL altimeter setting and increase all MDAs 120 feet.
VDP NA when using Cairns AAF altimeter setting.
Inoperative table does not apply to LNAV Cat C.
DME/DME RNP-0.3 NA.

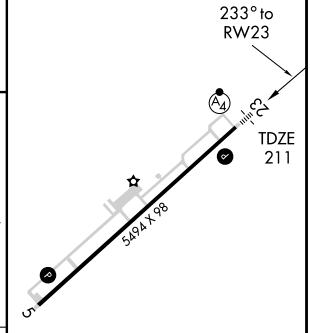
MALSF

MISSED APPROACH: Climb to 2000 direct ENUCI and hold.

AWOS-3	CAIRNS APP CON ★	GCO	CTAF
118.475	125.4 327.125	121.725	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	640-¾ 429 (500-¾)		640-1¼ 429 (500-1¼)	640-1½ 429 (500-1½)
CIRCLING	720-1 506 (600-1)		720-1½ 506 (600-1½)	780-2 566 (600-2)

MIRL Rwy 5-23 L

SE-4, 22 OCT 2009 to 19 NOV 2009

ILS or LOC RWY 7

BRUNSWICK GOLDEN ISLES (BQK)

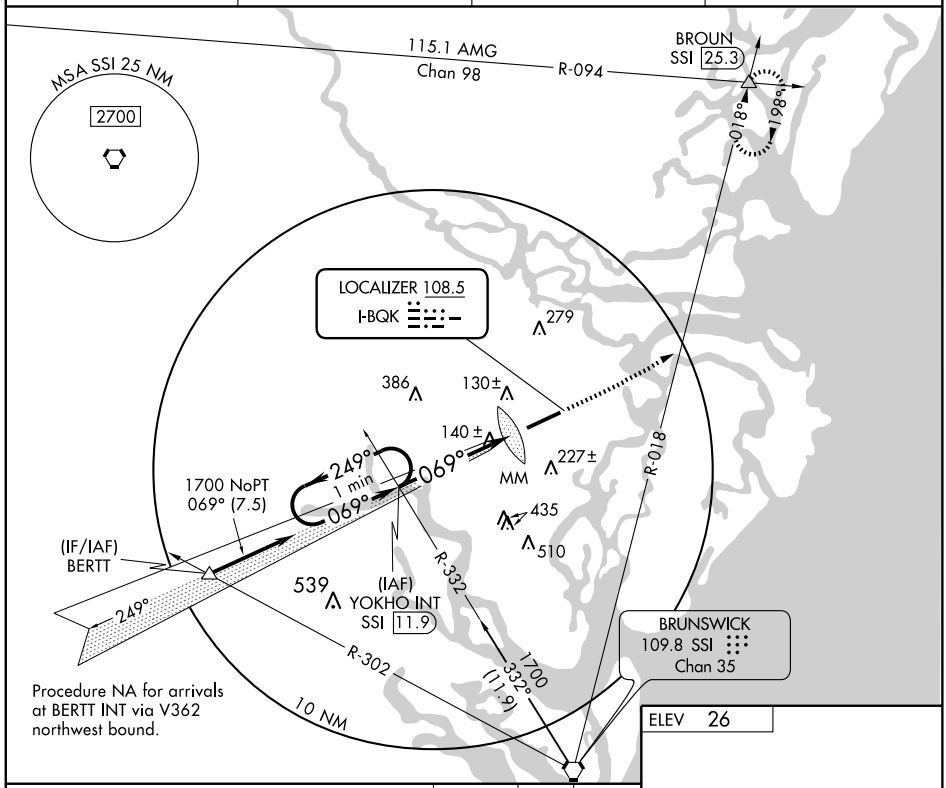
LOC I-BQK	APP CRS	Rwy Idg	8001
108.5	069°	TDZE	26
		Apt Elev	26

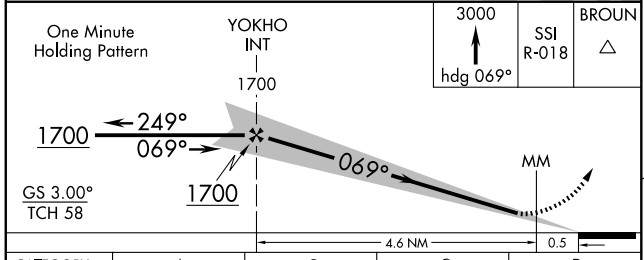
DME Required. When local altimeter setting not received, use Malcolm McKinnon altimeter setting and increase all DA 19 feet and MDA 20 feet.

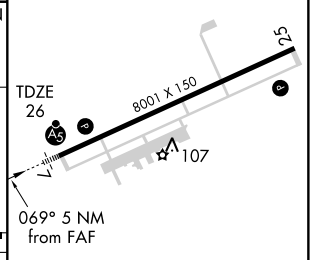
MALSR

MISSED APPROACH: Climb to 3000 via heading 069° and via SSI VORTAC R-018 to BROUN/SSI 25.3 DME and hold.

AWOS-3	JACKSONVILLE CENTER	CLNC DEL	UNICOM
124.175	126.75 277.4	126.75 277.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 7	226-½ 200 (200-½)			
S-LOC 7	400-½ 374 (400-½)			400-¾ 374 (400-¾)
CIRCLING	540-1 514 (600-1)		540-1½ 514 (600-1½)	580-2 554 (600-2)

REIL Rwy 25
HIRL Rwy 7-25 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	8001
CH 56501	069°	TDZE	26
W07A		Apt Elev	26

RNAV (GPS) RWY 7

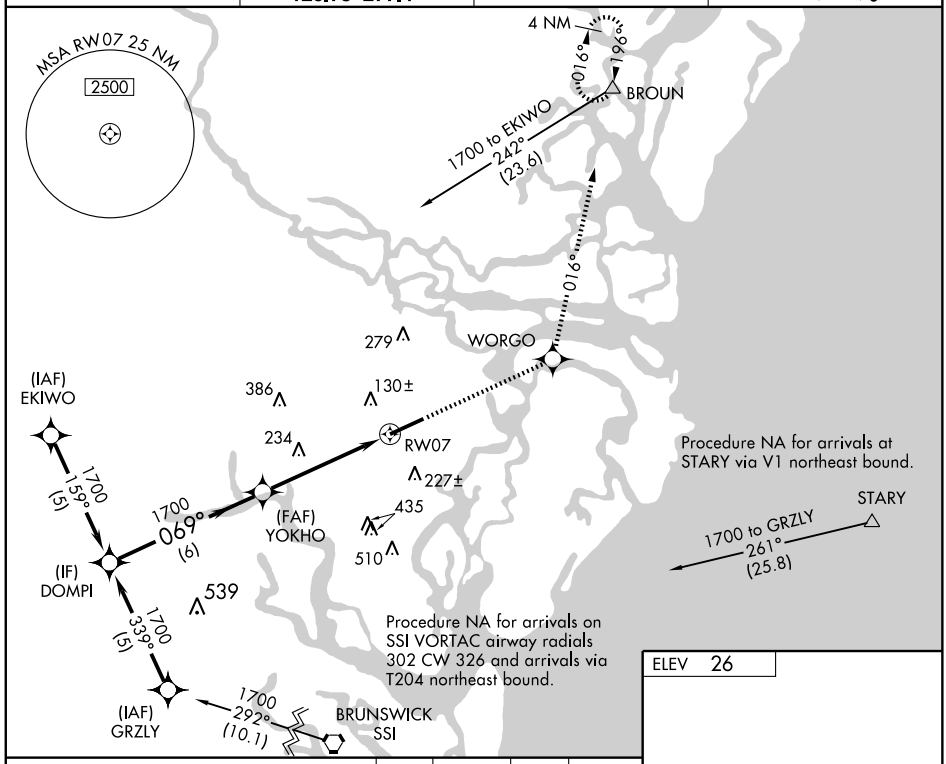
BRUNSWICK GOLDEN ISLES (BQK)

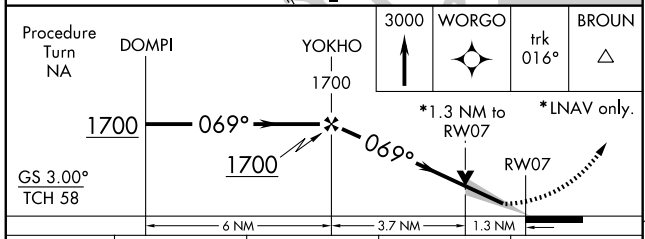
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Malcolm McKinnon altimeter setting. When local altimeter setting not received, use Malcolm McKinnon altimeter setting and increase all DA 19 feet and all MDA 20 feet.

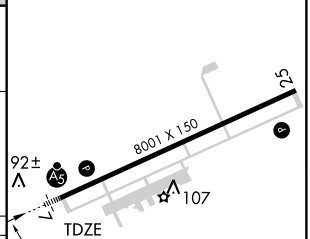
MALSR

MISSED APPROACH: Climb to 3000 direct WORGO and via track 016° to BROUN and hold.

AWOS-3	JACKSONVILLE CENTER	CLNC DEL	UNICOM
124.175	126.75 277.4	126.75 277.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	226-½ 200 (200-½)			
LNAV/ VNAV DA	384-¾ 358 (400-¾)			
LNAV MDA	500-½ 474 (500-½)		500-¾ 474 (500-¾)	500-1 474 (500-1)
CIRCLING	540-1 514 (600-1)		540-1½ 514 (600-1½)	580-2 554 (600-2)

REIL Rwy 25
HIRL Rwy 7-25 L

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	8001
CH 61201	249°	TDZE	26
W25A		Apt Elev	26

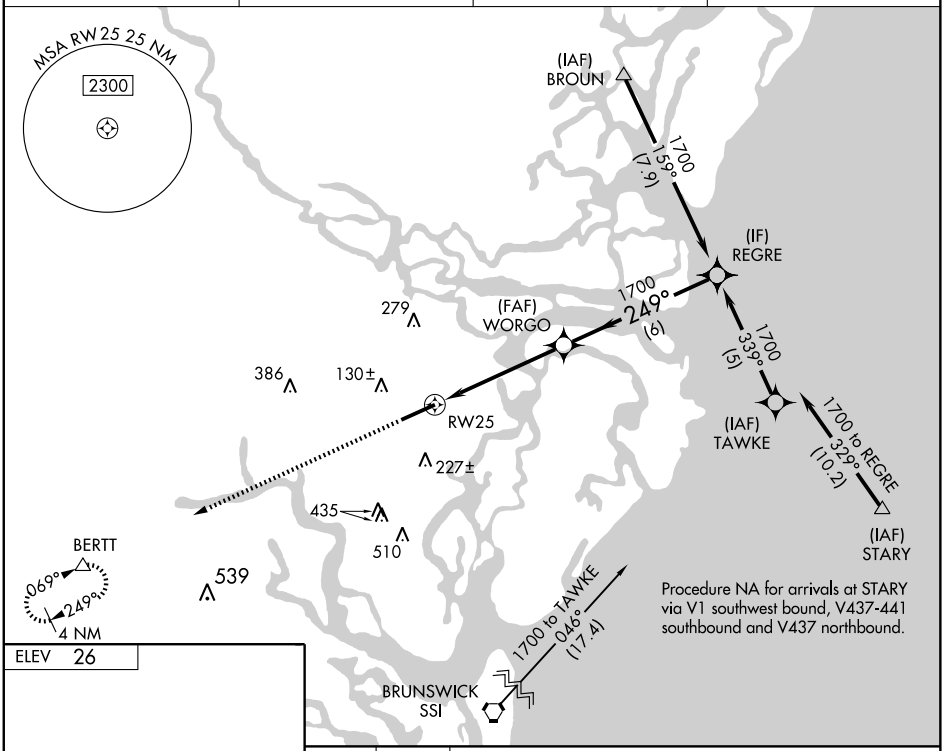
RNAV (GPS) RWY 25

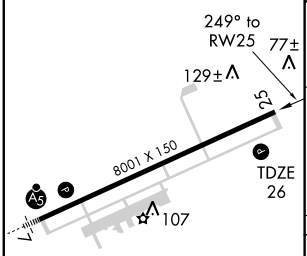
BRUNSWICK GOLDEN ISLES (BQK)

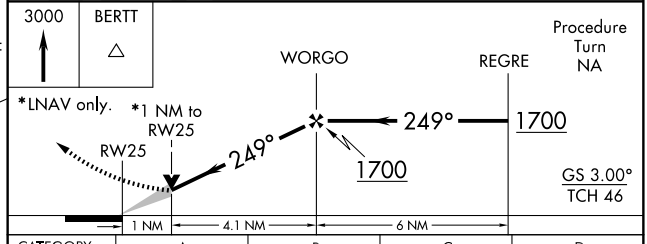
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Malcolm McKinnon altimeter setting and increase all DA 19 feet and all MDA 20 feet and LNAV/VNAV all Cats visibility ¼ mile. VDP and Baro-VNAV NA when using Malcolm McKinnon altimeter setting.

MISSED APPROACH: Climb to 3000 direct BERTT and hold.

AWOS-3	JACKSONVILLE CENTER	CLNC DEL	UNICOM
124.175	126.75 277.4	126.75 277.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	226-¾ 200 (200-¾)			
LNAV/ VNAV DA	327-1 301 (400-1)			
LNAV MDA	380-1 354 (400-1)			380-1¼ 354 (400-1¼)
CIRCLING	540-1 514 (600-1)		540-1½ 514 (600-1½)	580-2 554 (600-2)

REIL Rwy 25
HIRL Rwy 7-25 L

SE-4, 22 OCT 2009 to 19 NOV 2009

VORTAC SSI	APP CRS	Rwy Idg	N/A
109.8	359°	TDZE	N/A
Chan 35		Apt Elev	26

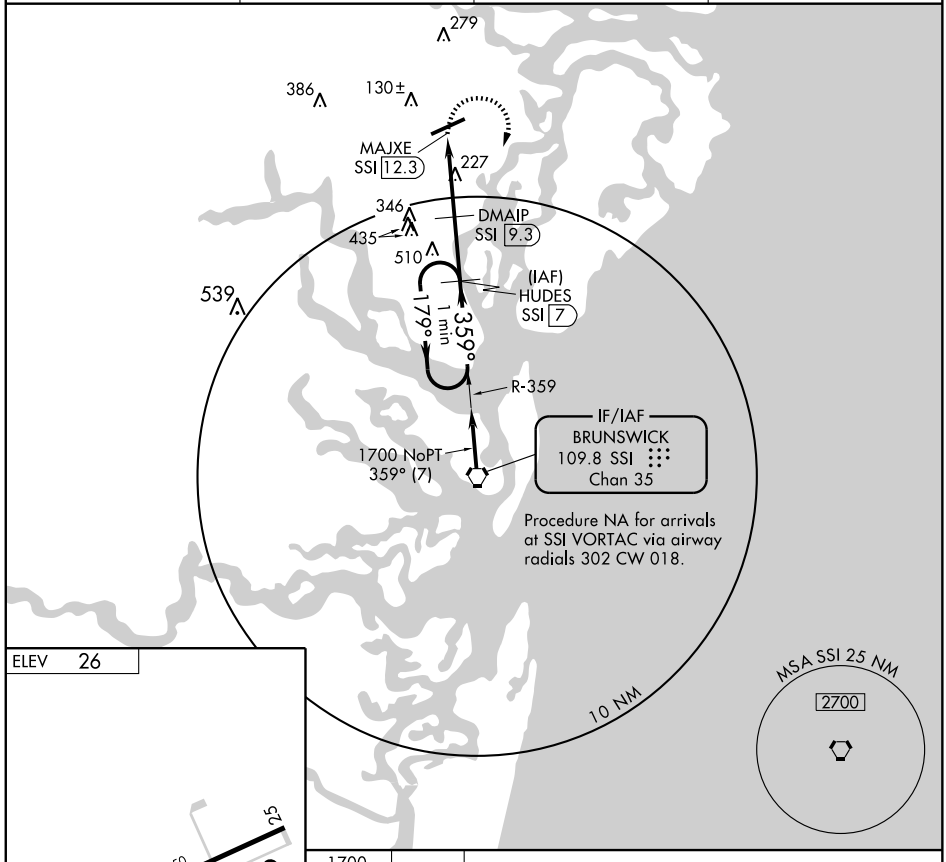
VOR/DME-B

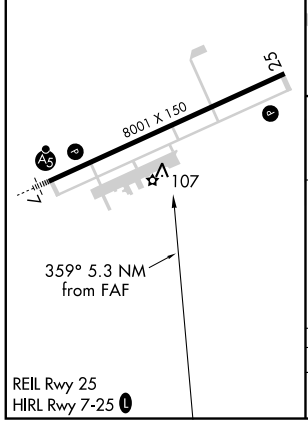
BRUNSWICK GOLDEN ISLES (BQK)

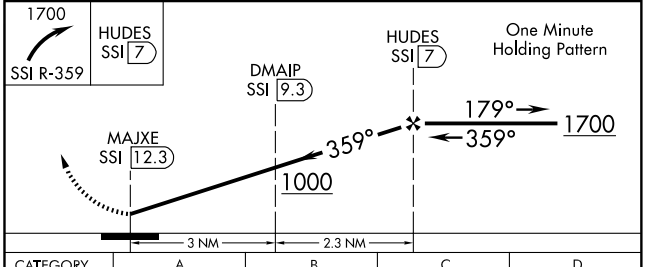
When local altimeter setting not received, use Malcolm McKinnon altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 1700 via SSI VORTAC R-359 to HUDES/7 DME and hold.

AWOS-3	JACKSONVILLE CENTER	CLNC DEL	UNICOM
124.175	126.75 277.4	126.75 277.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	540-1	514 (600-1)	540-1½	580-2
			514 (600-1½)	554 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4798
041°	TDZE	16
	Apt Elev	19

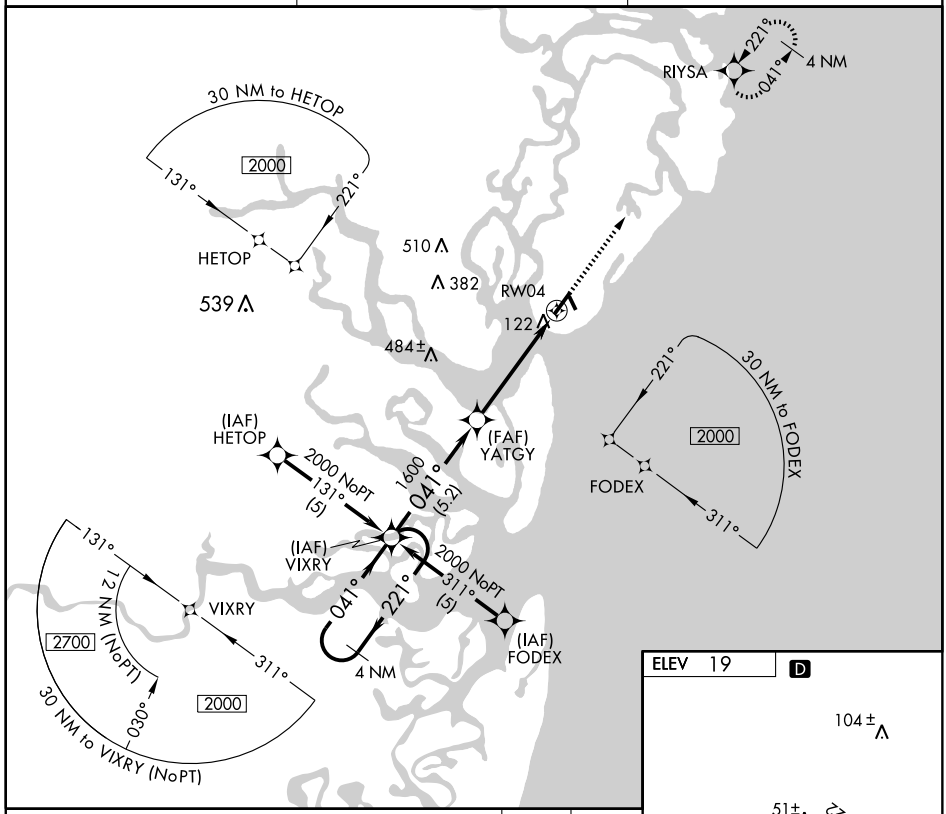
RNAV (GPS) RWY 4

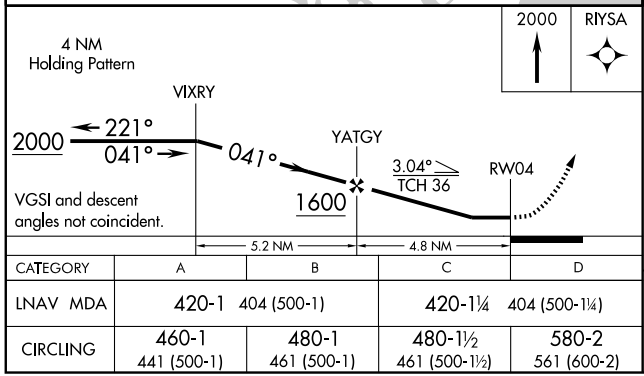
BRUNSWICK / MALCOLM McKINNON (SSI)

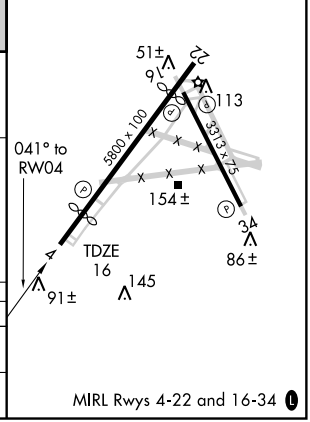
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2000 direct RIYSA WP and hold.

ASOS	JACKSONVILLE CENTER	UNICOM
118.525	126.75 277.4	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	420-1 404 (500-1)		420-1¼ 404 (500-1¼)	
CIRCLING	460-1 441 (500-1)	480-1 461 (500-1)	480-1½ 461 (500-1½)	580-2 561 (600-2)

MIRL Rwys 4-22 and 16-34 L

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4671
221°	TDZE	17
	Apt Elev	19

RNAV (GPS) RWY 22

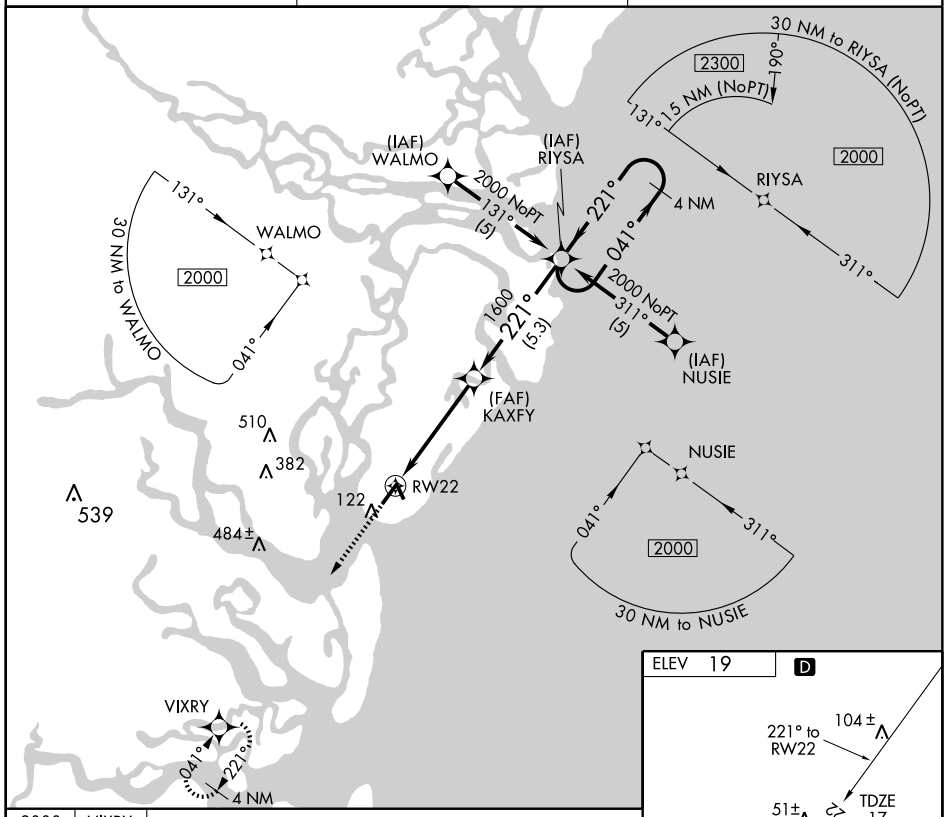
BRUNSWICK / MALCOLM McKINNON (SSI)

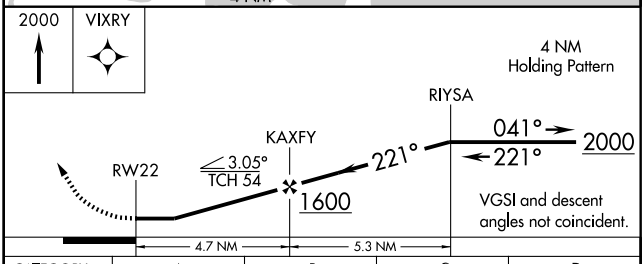
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all MDAs 100 feet.

NA

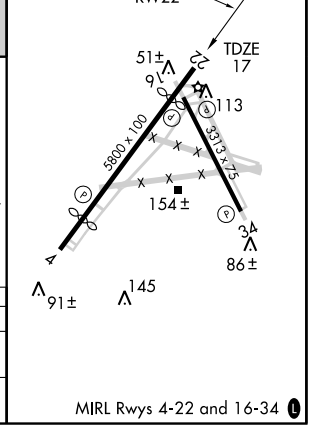
MISSED APPROACH: Climb to 2000 direct VIXRY WP and hold.

ASOS	JACKSONVILLE CENTER	UNICOM
118.525	126.75 277.4	123.05 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	460-1 443 (500-1)		460-1¼ 443 (500-1¼)	460-1½ 443 (500-1½)
CIRCLING	460-1 441 (500-1)	480-1 461 (500-1)	480-1½ 461 (500-1½)	580-2 561 (600-2)



MIRL Rwys 4-22 and 16-34 L

SE-4, 22 OCT 2009 to 19 NOV 2009

VORTAC SSI	APP CRS	Rwy Idg	4798
109.8	027°	TDZE	16
Chan 35		Apt Elev	19

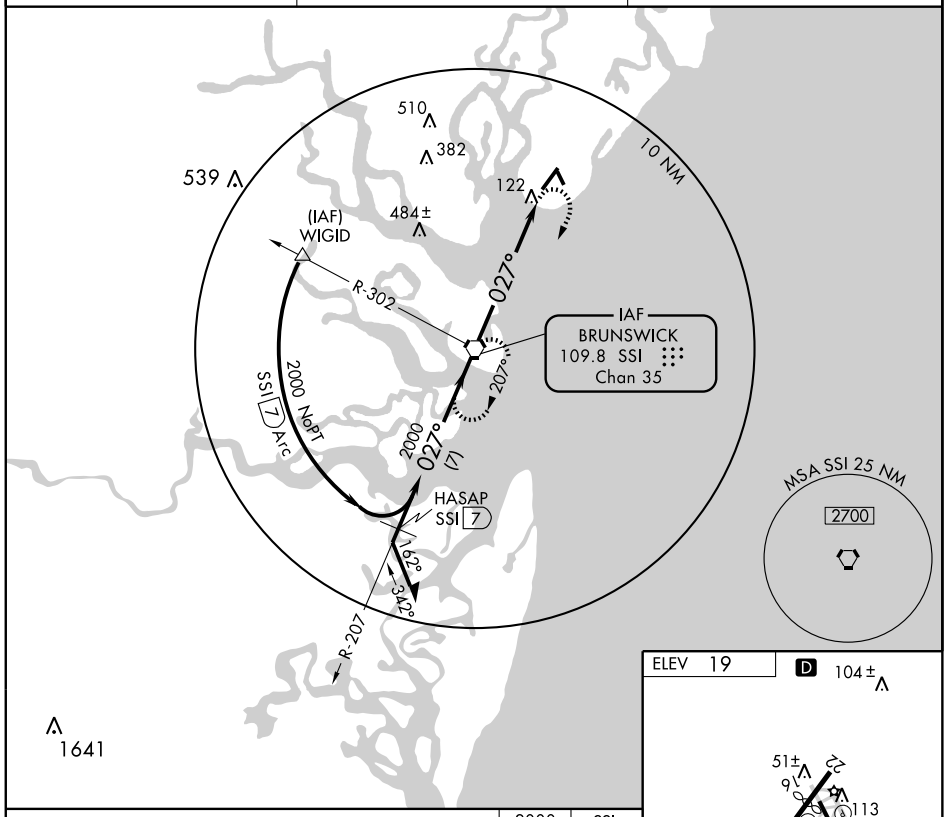
VOR RWY 4

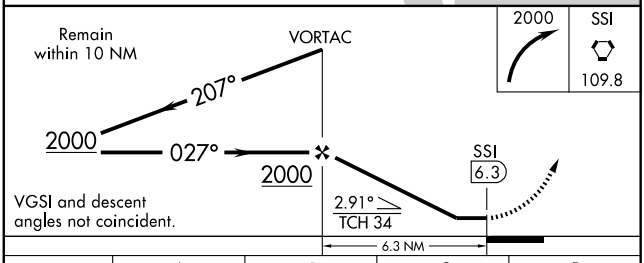
BRUNSWICK / MALCOLM McKINNON (SSI)

If local altimeter setting not received, use Jacksonville Intl altimeter setting and increaseall MDAs 100 ft.

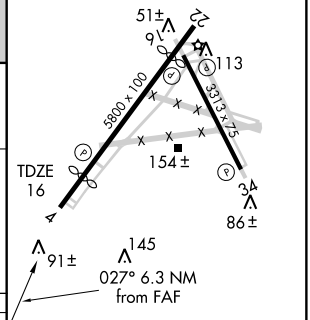
MISSED APPROACH: Climbing right turn to 2000 direct SSI VORTAC and hold.

ASOS	JACKSONVILLE CENTER	UNICOM
118.525	126.75 277.4	123.05 (CTAF) L





2000	SSI
	109.8



MIRL Rwys 4-22 and 16-34 L

CATEGORY	A	B	C	D
S-4	500-1	484 (500-1)	500-1¼ 484 (500-1¼)	500-1½ 484 (500-1½)
CIRCLING	500-1	481 (500-1)	500-1½ 481 (500-1½)	580-2 561 (600-2)

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4000
183°	TDZE	653
	Apt Elev	667

RNAV (GPS) RWY 18

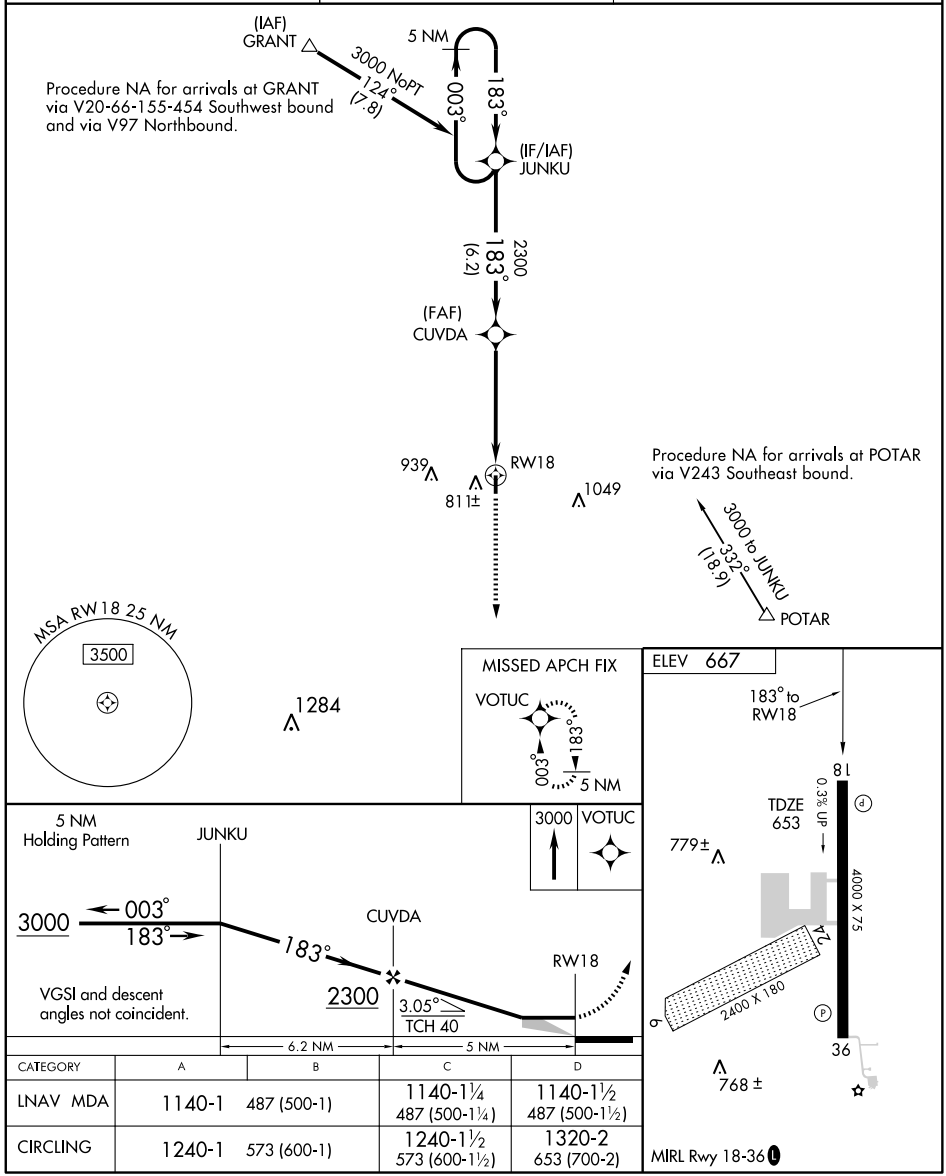
BUTLER MUNI (6A1)

Procedure NA at night. DME/DME RNP-0.3 NA. Use Thomaston altimeter setting; if not received, use Middle Georgia Rgnl altimeter setting and increase all MDAs 60 feet.

NA

MISSED APPROACH: Climb to 3000 direct VOTUC and hold.

THOMASTON AWOS-3	ATLANTA APP CON	CTAF
133.975	124.2 279.6	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1140-1	487 (500-1)	1140-1¼ 487 (500-1¼)	1140-1½ 487 (500-1½)
CIRCLING	1240-1	573 (600-1)	1240-1½ 573 (600-1½)	1320-2 653 (700-2)

MIRL Rwy 18-36 L

SE-4, 22 OCT 2009 to 19 NOV 2009

RNAV (GPS) RWY 36

BUTLER MUNI (6A1)

APP CRS	Rwy Idg	4000
003°	TDZE	653
	Apt Elev	667

NA — Procedure NA at night. DME/DME RNP-0.3 NA. Use Thomaston altimeter setting; if not received, use Middle Georgia Rgnl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 direct JUNKU and hold.

THOMASTON AWOS-3	ATLANTA APP CON	CTAF
133.975	124.2 279.6	122.9 L

MISSED APCH FIX
5 NM 003° 183° JUNKU

Procedure NA for arrivals at PRATZ via V243 Northwest bound and via V97 Northbound.

PRATZ
3000 to VOTUC
162° (16.9)
939
811±
RW36
1049
789±
(FAF)
PEYLI
2300
003° (6.1)
1284
(IF/IAF)
VOTUC
003°
183°
5 NM

Procedure NA for arrivals at PHYLL via V243 Southeast bound.
(IAF)
PHYLL
3000 NoPT
272° (20.6)

MSA RW36 25 NM
3500

3000 JUNKU

5 NM Holding Pattern

VOTUC
PEYLI
183°
003°
3000
RW36
003°
3.05°
TCH 40
2300
5 NM
6.1 NM

VGSI and descent angles not coincident.

ELEV 667
18
0.3% up
4000 X 75
24
2400 X 180
9
TDZE 653
36
768 ±
003° to RW36
MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
LNAV MDA	1200-1	547 (600-1)	1200-1½ 547 (600-1½)	1200-1¾ 547 (600-1¾)
CIRCLING	1240-1	573 (600-1)	1240-1½ 573 (600-1½)	1320-2 653 (700-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

NDB CYR	APP CRS	Rwy Idg	4000
338	134°	TDZE	264
		Apt Elev	264

NDB RWY 13

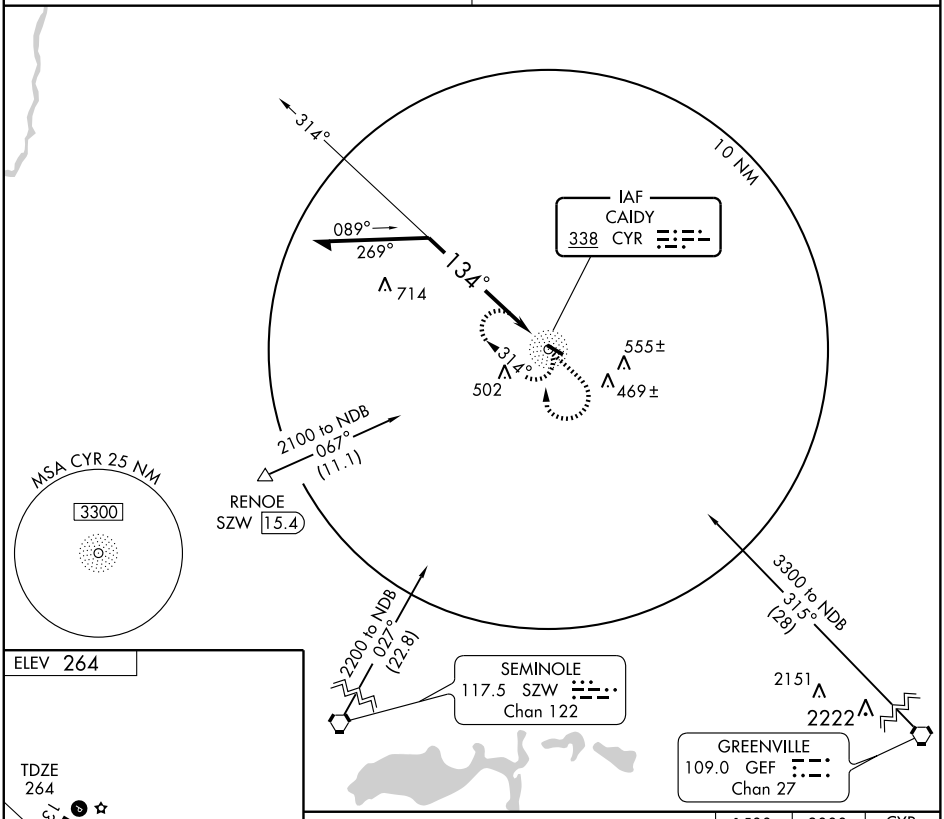
CAIRO-GRADY COUNTY (7ØJ)

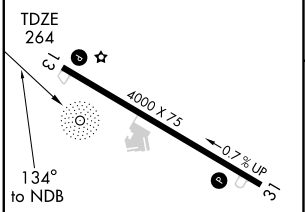
NA Use Moultrie altimeter setting, when not received use Tallahassee Rgnl altimeter setting and increase all MDAs 60 feet and visibility ¼ mile Cats. C and D.

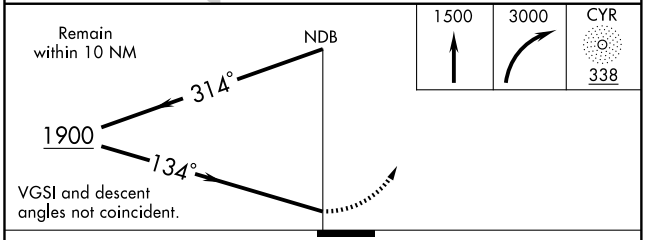
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct CYR NDB and hold, continue climb-in-hold to 3000.

TALLAHASSEE APP CON ★
128.7 254.3

UNICOM
122.7 (CTAF) L







CATEGORY	A	B	C	D
S-13	1040-1 776 (800-1)	1040-1¼ 776 (800-1¼)	1040-2¼ 776 (800-2¼)	1040-2½ 776 (800-2½)
CIRCLING	1040-1 776 (800-1)	1040-1¼ 776 (800-1¼)	1040-2¼ 776 (800-2¼)	1040-2½ 776 (800-2½)

MIRL Rwy 13-31 L

SE-4, 22 OCT 2009 to 19 NOV 2009

CAIRO, GEORGIA

AL-6549 (FAA)

APP CRS	Rwy Idg	4000
122°	TDZE	264
	Apt Elev	264

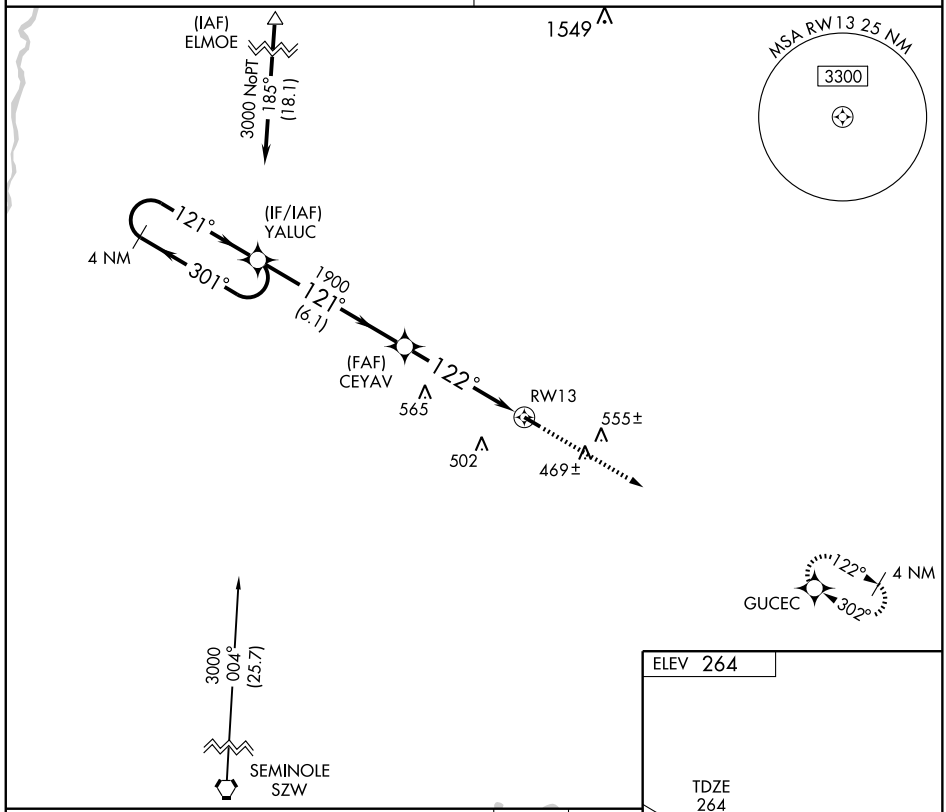
RNAV (GPS) RWY 13

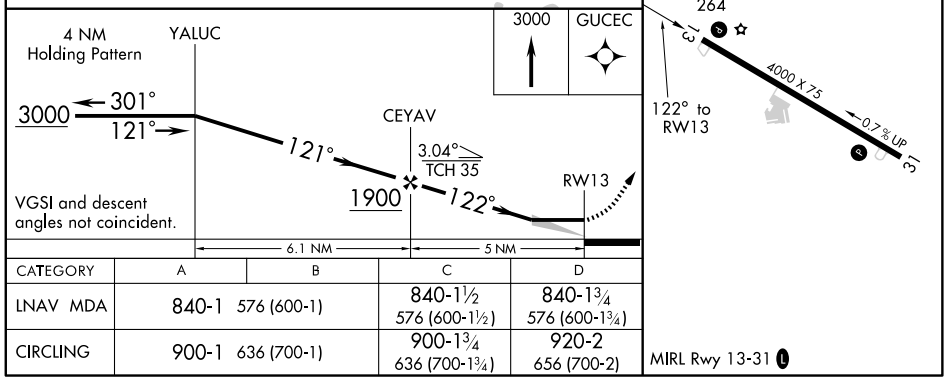
CAIRO-GRADY COUNTY (7ØJ)

NA — DME/DME RNP-0.3 NA. Use Moultrie altimeter setting, when not received, use Tallahassee Rgnl altimeter setting and increase all MDAs 60 feet and visibility Cats C and D ¼ mile.

MISSED APPROACH: Climb to 3000 direct GUCEC and hold.

TALLAHASSEE APP CON ★	UNICOM
128.7 254.3	**122.7** (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	840-1	576 (600-1)	840-1½ 576 (600-1½)	840-1¾ 576 (600-1¾)
CIRCLING	900-1	636 (700-1)	900-1¾ 636 (700-1¾)	920-2 656 (700-2)

MIRL Rwy 13-31 L

SE-4, 22 OCT 2009 to 19 NOV 2009

CAIRO, GEORGIA

AL-6549 (FAA)

APP CRS		
302°	Rwy Idg	4000
	TDZE	264
	Apt Elev	264

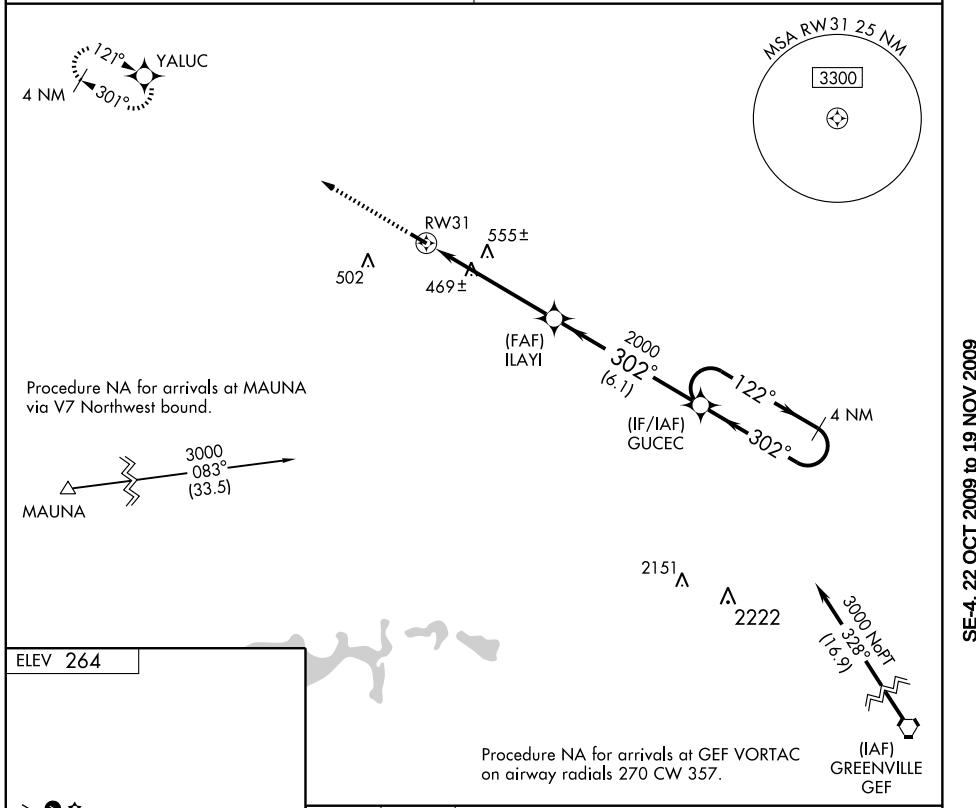
RNAV (GPS) RWY 31

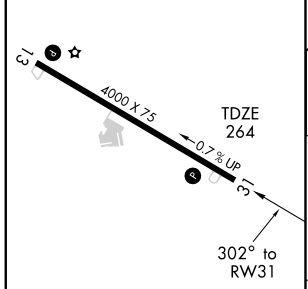
CAIRO-GRADY COUNTY (7Ø J)

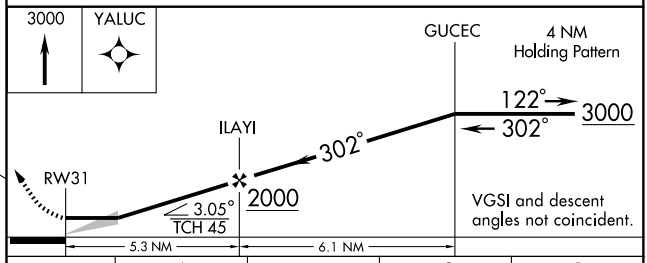
⚠ NA — DME/DME RNP-0.3 NA. Use Moultrie altimeter setting, when not received, use Tallahassee Rgnl altimeter setting and increase all MDAs 60 feet and visibility Cats C and D ¼ mile.

MISSED APPROACH: Climb to 3000 direct YALUC and hold.

TALLAHASSEE APP CON ★	UNICOM
128.7 254.3	**122.7** (CTAF) Ⓛ







CATEGORY	A	B	C	D
LNAV MDA	860-1 596 (600-1)		860-1½ 596 (600-1½)	860-1¾ 596 (600-1¾)
CIRCLING	900-1 636 (700-1)		900-1¾ 636 (700-1¾)	920-2 656 (700-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

LOC I-CZL	APP CRS	Rwy Idg	5000
110.7	350°	TDZE	642
		Apt Elev	642

LOC RWY 35

CALHOUN/TOM B. DAVID FIELD (CZL)

Obtain local altimeter setting on CTAF; if not received, use Rome altimeter setting.

NA

MISSED APPROACH: Climbing right turn to 2700 direct OUK NDB and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.975	133.8 353.7	122.8 (CTAF) L

ADF REQUIRED

CHOO CHOO 115.8 GQO Chan 105

4000 160° (35.4)

MSA OUK 25 NM 4500

10 NM

NELLO

5000 259° (25.9)

LOCALIZER 110.7 I-CZL

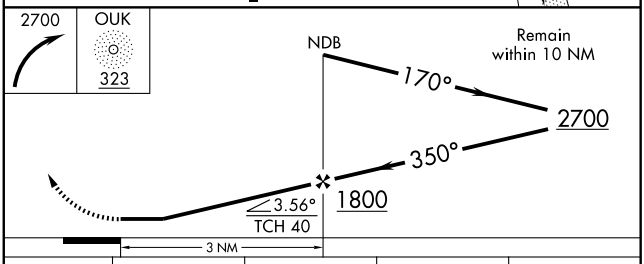
IAF CALHOUN 323 OUK

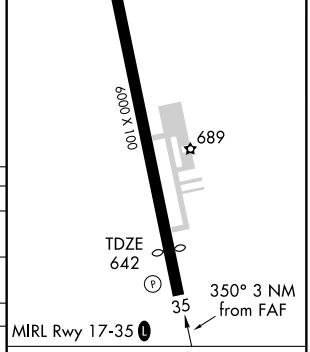
ROME 115.4 RMG Chan 101

3400 033° (17.3)

1832 1279 960 988 1039 940± 1211± 997± 941 979± 1175± 1099 1341 1477 3128

350° 170° 125° 305°





CATEGORY	A	B	C	D
S-35	1240-1	598 (600-1)	1240-1½ 598 (600-1½)	1240-1¾ 598 (600-1¾)
CIRCLING	1340-1	698 (700-1)	1340-2 698 (700-2)	1520-2¾ 878 (900-2¾)
ROME ALTIMETER SETTING MINIMUMS				
S-35	1280-1	638 (700-1)	1280-1¾ 638 (700-1¾)	1280-2 638 (700-2)
CIRCLING	1380-1	738 (800-1)	1380-2 738 (800-2)	1560-3 918 (1000-3)

FAF to MAP 3 NM					
Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	6000
170°	TDZE	638
	Apt Elev	651

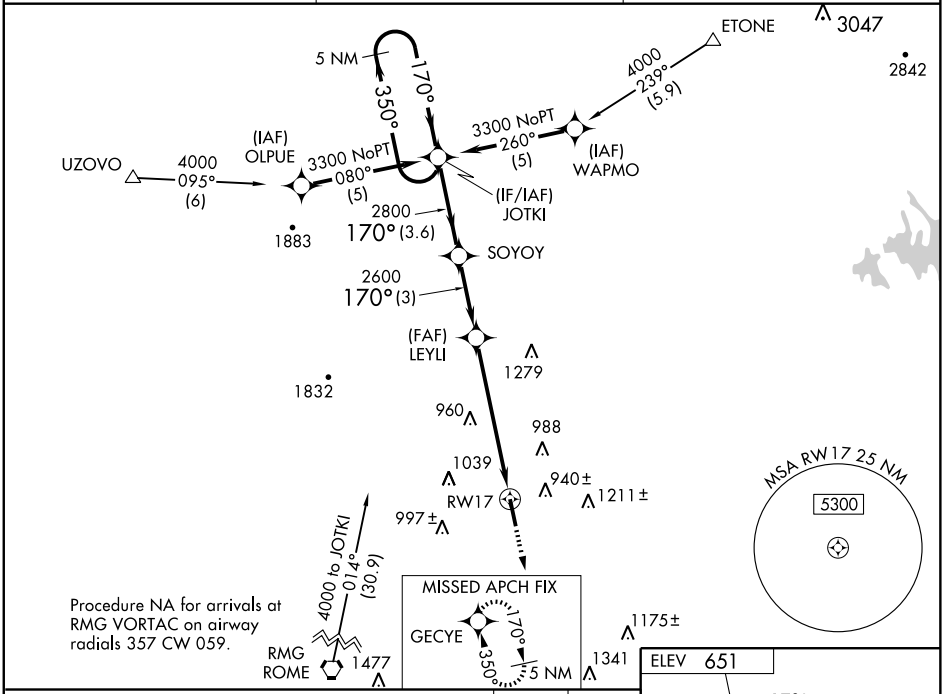
RNAV (GPS) RWY 17

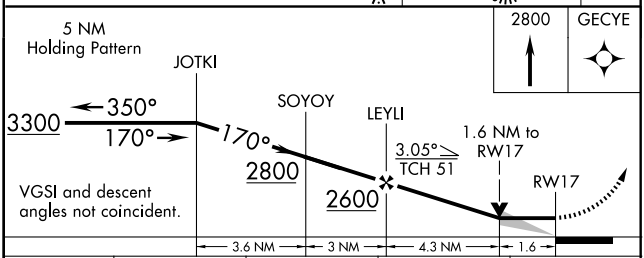
CALHOUN/TOM B. DAVID FIELD (CZL)

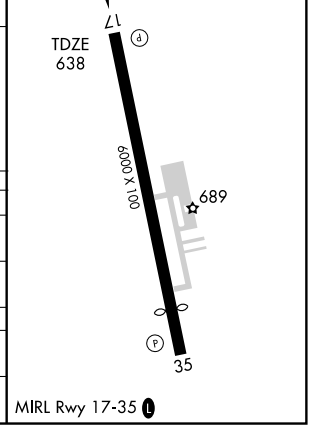
NA — DME/DME RNP-0.3 NA. Obtain local altimeter on CTAF; if not received use Rome altimeter setting. VDP NA with Rome altimeter setting.

MISSED APPROACH: Climb to 2800 direct GECYE and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.975	133.8 353.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1380-1 742 (800-1)	1380-1¼ 742 (800-1¼)	1380-2¼ 742 (800-2¼)	1380-2½ 742 (800-2½)
CIRCLING	1380-1 729 (800-1)	1380-1¼ 729 (800-1¼)	1380-2¼ 729 (800-2¼)	1420-2½ 769 (800-2½)
ROME ALTIMETER SETTING MINIMUMS				
LNAV MDA	1540-1¼ 902 (900-1¼)		1540-2¾ 902 (900-2¾)	1540-3 902 (900-3)
CIRCLING	1540-1¼ 889 (900-1¼)		1540-2¾ 889 (900-2¾)	1580-3 929 (1000-3)

MIRL Rwy 17-35 L

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5000
350°	TDZE	651
	Apt Elev	651

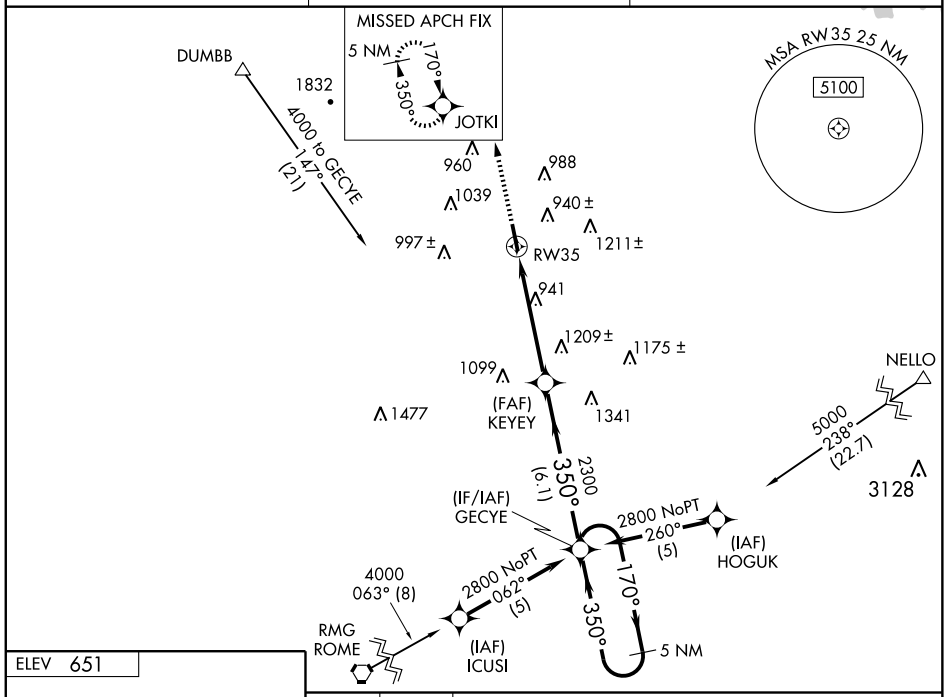
RNAV (GPS) RWY 35

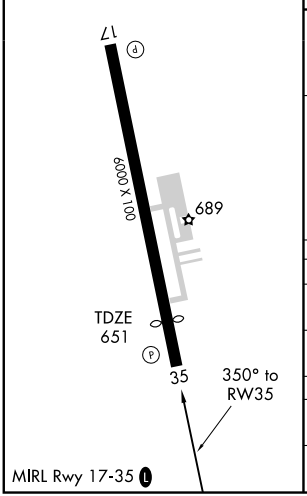
CALHOUN/TOM B. DAVID FIELD (CZL)

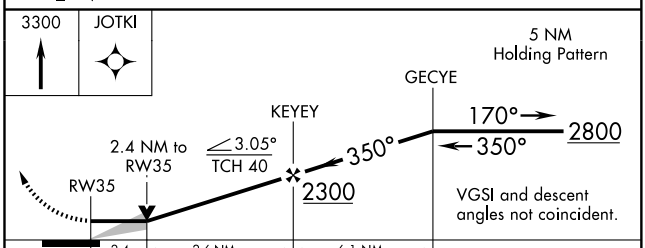
DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; if not received, use Rome altimeter setting. VDP NA with Rome altimeter setting.

MISSED APPROACH: Climb to 3300 direct JOTKI and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.975	133.8 353.7	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1460-1 809 (900-1)	1460-1¼ 809 (900-1¼)	1460-2¼ 809 (900-2¼)	1460-2½ 809 (900-2½)
CIRCLING	1460-1 809 (900-1)	1460-1¼ 809 (900-1¼)	1460-2¼ 809 (900-2¼)	1460-2½ 809 (900-2½)
ROME ALTIMETER SETTING MINIMUMS				
LNAV MDA	1620-1¼ 969 (1000-1¼)	1620-1½ 969 (1000-1½)	1620-3 969 (1000-3)	
CIRCLING	1620-1¼ 969 (1000-1¼)	1620-1½ 969 (1000-1½)	1620-3 969 (1000-3)	

SE-4, 22 OCT 2009 to 19 NOV 2009

NDB CXU 369	APP CRS 077°	Rwy Idg 5003 TDZE 170 Apt Elev 176

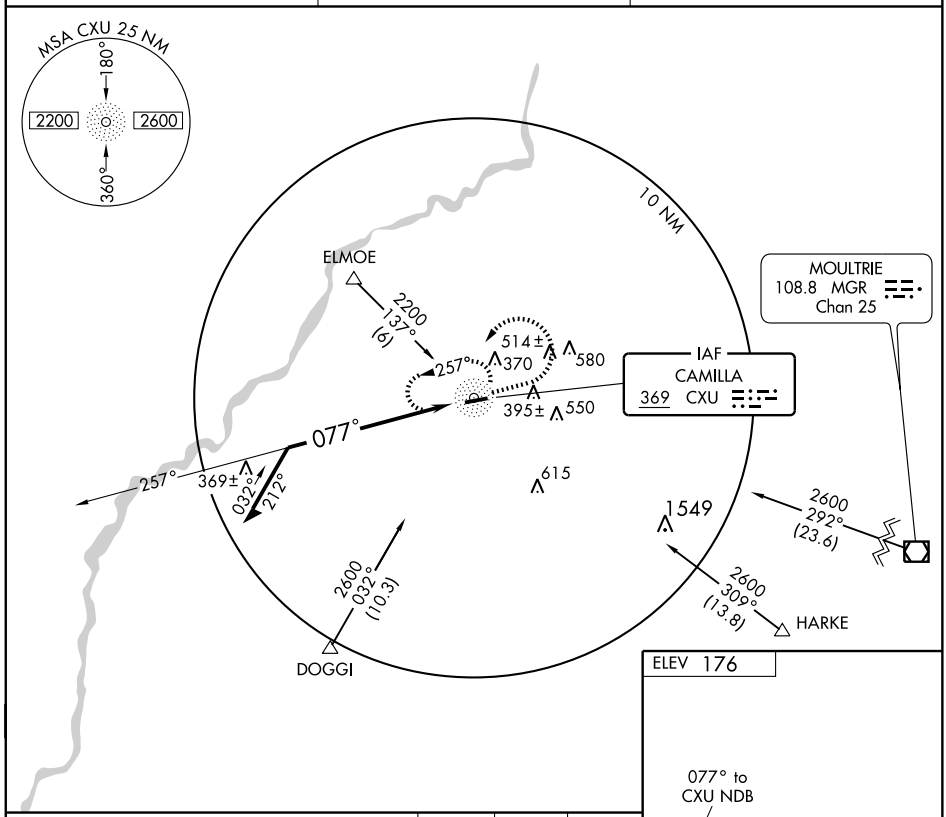
NDB RWY 8

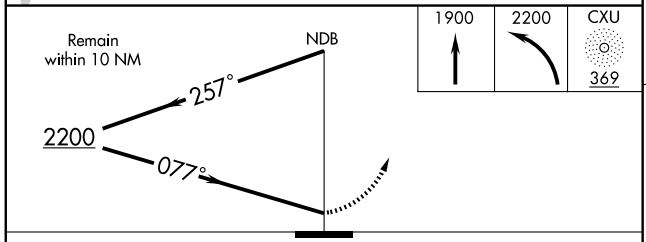
CAMILLA-MITCHELL COUNTY (CXU)

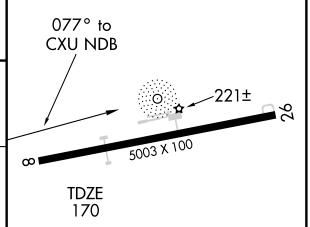
T
NA When local altimeter setting not received, use Albany altimeter setting and increase all MDAs 60 feet, increase S-8 Cats. C and D visibility ¼ mile and Circling Cat. C¼ mile.

MISSED APPROACH: Climb to 1900 then climbing left turn to 2200 direct CXU NDB and hold.

AWOS-A	JACKSONVILLE CENTER	UNICOM
369	125.75 226.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-8	720-1	550 (600-1)	720-1½ 550 (600-1½)	720-1¾ 550 (600-1¾)
CIRCLING	720-1	544 (600-1)	760-1½ 584 (600-1½)	760-2 584 (600-2)

REIL Rwy 26
MIRL Rwy 8-26 L

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5003
081°	TDZE	170
	Apt Elev	176

RNAV (GPS) RWY 8

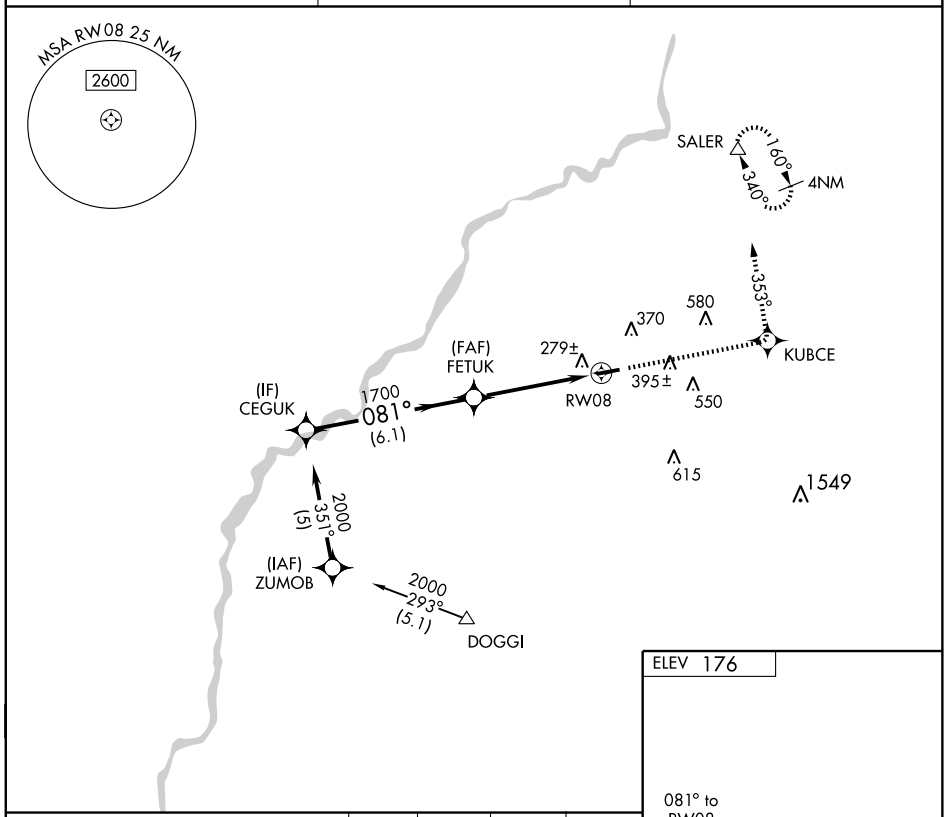
CAMILLA-MITCHELL COUNTY (CXU)

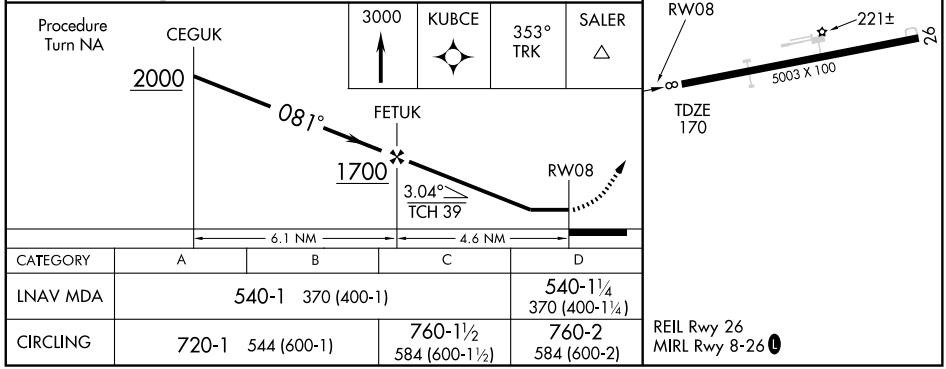
T A NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 60 feet, and LNAV Cats. C and D, and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct KUBCE and via 353° track to SALER and hold.

AWOS-A	JACKSONVILLE CENTER	UNICOM
369	125.75 226.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	540-1 370 (400-1)			540-1¼ 370 (400-1¼)
CIRCLING	720-1 544 (600-1)		760-1½ 584 (600-1½)	760-2 584 (600-2)

REIL Rwy 26
MIRL Rwy 8-26 L

SE-4, 22 OCT 2009 to 19 NOV 2009

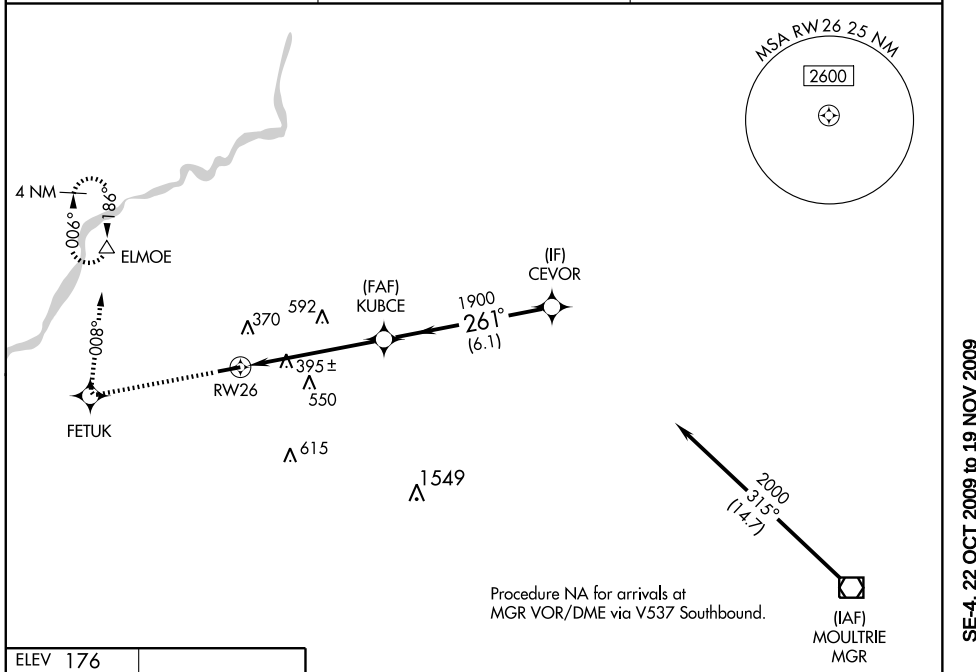
APP CRS	Rwy Idg	5003
261°	TDZE	176
	Apt Elev	176

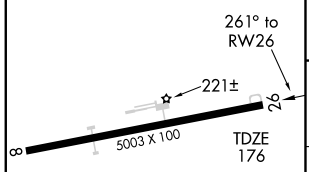
RNAV (GPS) RWY 26
CAMILLA-MITCHELL COUNTY (CXU)

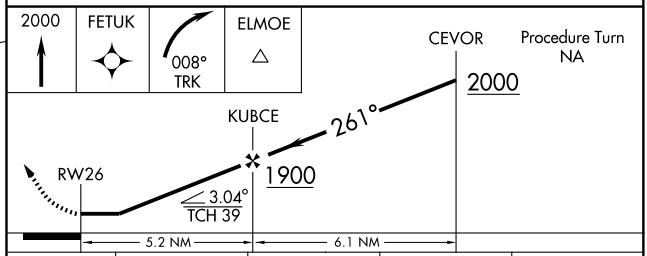
T NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 60 feet, and increase LNAV and Circling Cats. B/C/D ¼ mile.

MISSED APPROACH: Climb to 2000 direct FETUK and right turn via 008°track to ELMOE and hold.

AWOS-A	JACKSONVILLE CENTER	UNICOM
369	125.75 226.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	860-1	684 (700-1)	860-2 684 (700-2)	860-2¼ 684 (700-2¼)
CIRCLING	860-1	684 (700-1)	860-2 684 (700-2)	860-2¼ 684 (700-2¼)

REIL Rwy 26
MIRL Rwy 8-26 L

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	5000
CH 69308	077°	TDZE	852
W08A		Apt Elev	890

RNAV (GPS) RWY 8

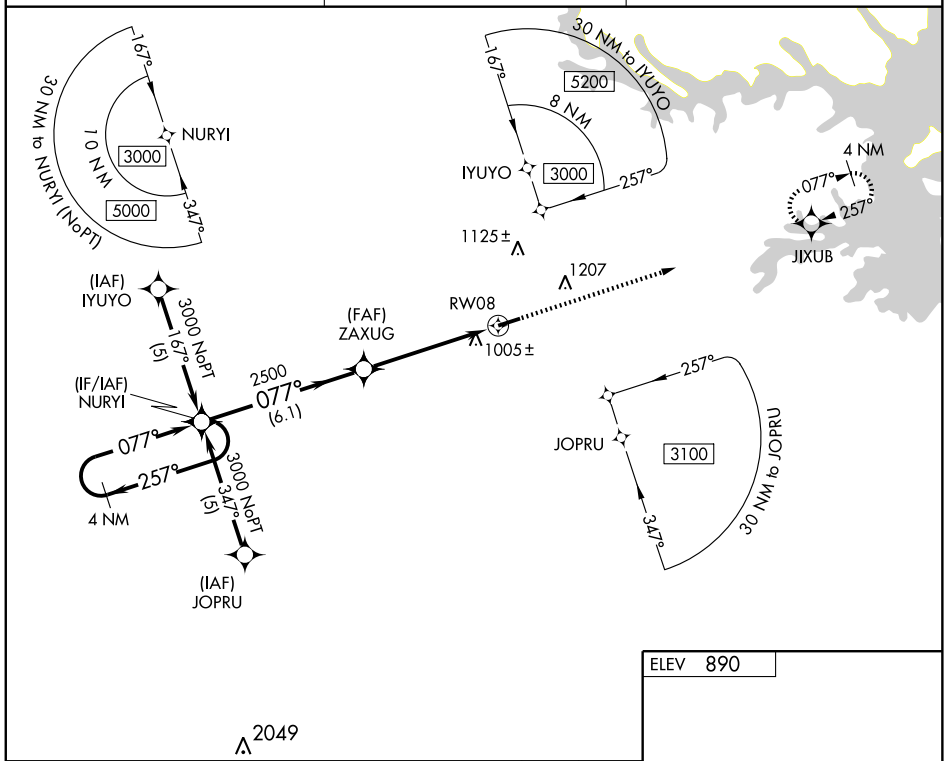
CANON/ FRANKLIN COUNTY (18A)

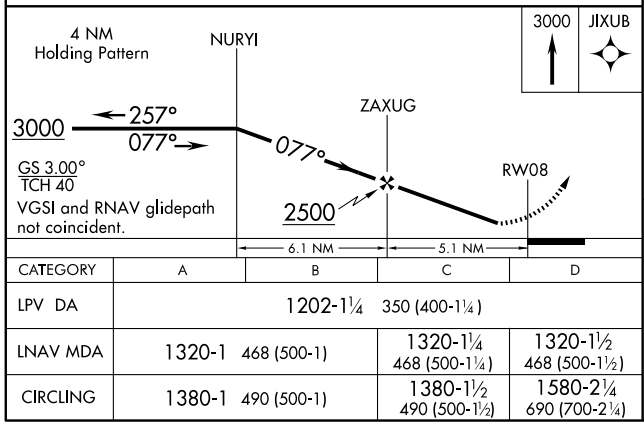
NA

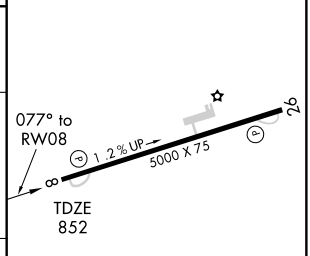
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Toccoa altimeter setting; when not received, use Anderson Rgnl altimeter setting and increase all DA/MDA 20 feet, increase LPV all Cats. visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct JIXUB and hold.

TOCCOA AWOS-3	ATLANTA CENTER★	CTAF
119.625	127.5 316.05	122.9







CATEGORY	A	B	C	D
LPV DA	1202-1¼ 350 (400-1¼)			
LNAV MDA	1320-1 468 (500-1)		1320-1¼ 468 (500-1¼)	1320-1½ 468 (500-1½)
CIRCLING	1380-1 490 (500-1)		1380-1½ 490 (500-1½)	1580-2¼ 690 (700-2¼)

MIRL Rwy 8-26 L

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5000
257°	TDZE	890
	Apt Elev	890

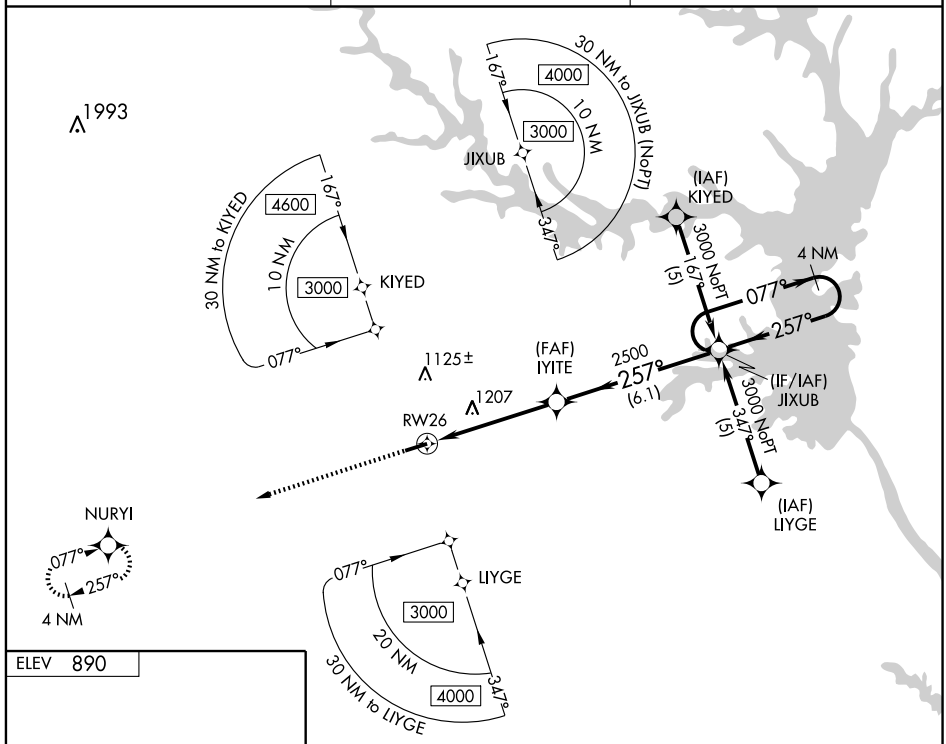
RNAV (GPS) RWY 26

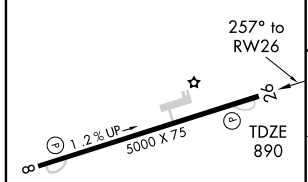
CANON/ FRANKLIN COUNTY (18A)

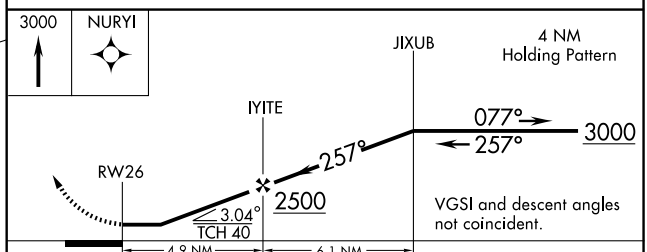
NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Toccoa altimeter setting; when not received, use Anderson Rgnl altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct NURYI and hold.

TOCCOA AWOS-3	ATLANTA CENTER ★	CTAF
119.625	127.5 316.05	122.9







CATEGORY	A	B	C	D
LNAV MDA	1520-1	630 (700-1)	1520-1¾ 630 (700-1¾)	1520-2 630 (700-2)
CIRCLING	1520-1	630 (700-1)	1520-1¾ 630 (700-1¾)	1580-2¼ 690 (700-2¼)

MIRL Rwy 8-26 L

SE-4, 22 OCT 2009 to 19 NOV 2009

NDB DJD	APP CRS	Rwy Idg	3414
415	046°	TDZE	1219
		Apt Elev	1219

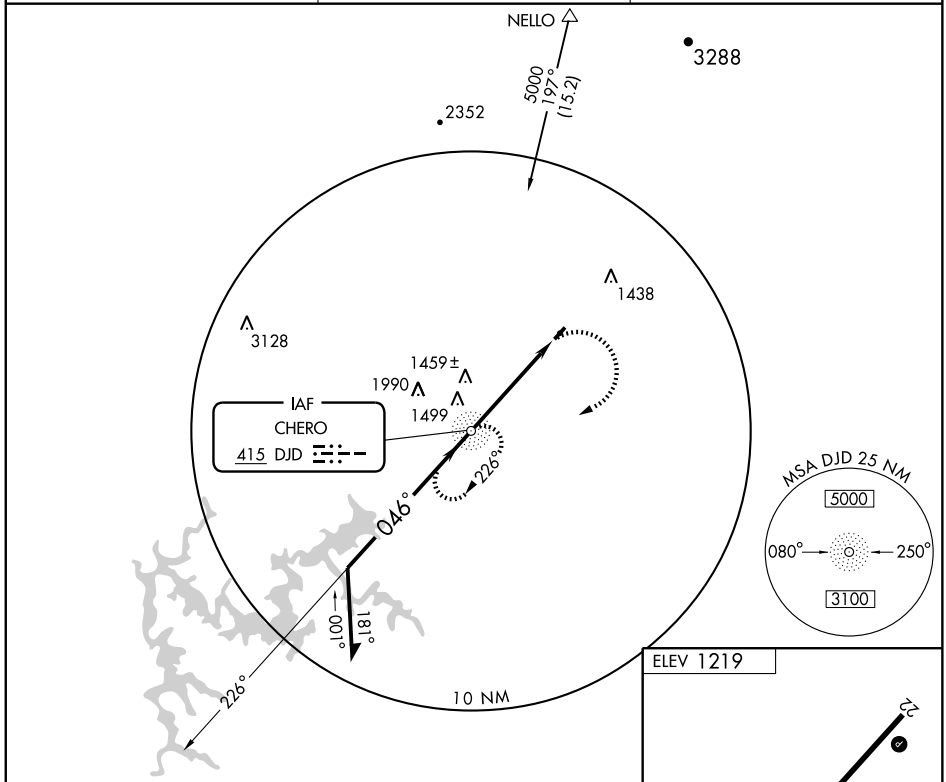
NDB RWY 4

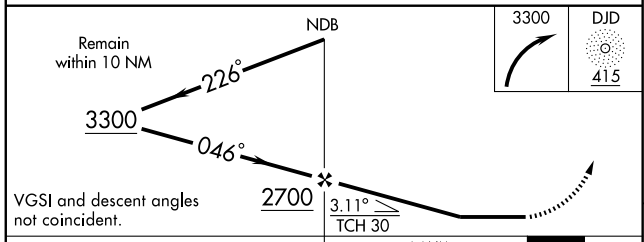
CANTON/ CHEROKEE COUNTY (47A)

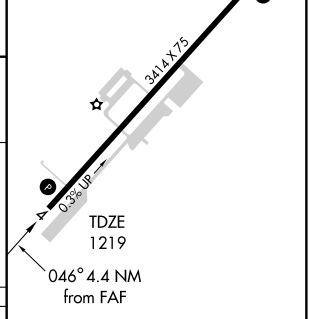
When local altimeter setting not received, use Marietta altimeter setting and increase all MDAs 80 feet, and all Cat. C visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3300 direct DJD NDB and hold.

AWOS-3	ATLANTA APP CON	UNICOM
119.825	121.0 268.7	123.0 (CTAF) L







MIRL Rwy 4-22 L

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
S-4	1760-1	541 (600-1)	1760-1½ 541 (600-1½)	NA
CIRCLING	1760-1	541 (600-1)	1760-1½ 541 (600-1½)	NA

SE-4, 22 OCT 2009 to 19 NOV 2009

CANTON, GEORGIA

AL-6949 (FAA)

WAAS	APP CRS	Rwy Idg	3414
CH 56605	046°	TDZE	1219
W04A		Apt Elev	1219

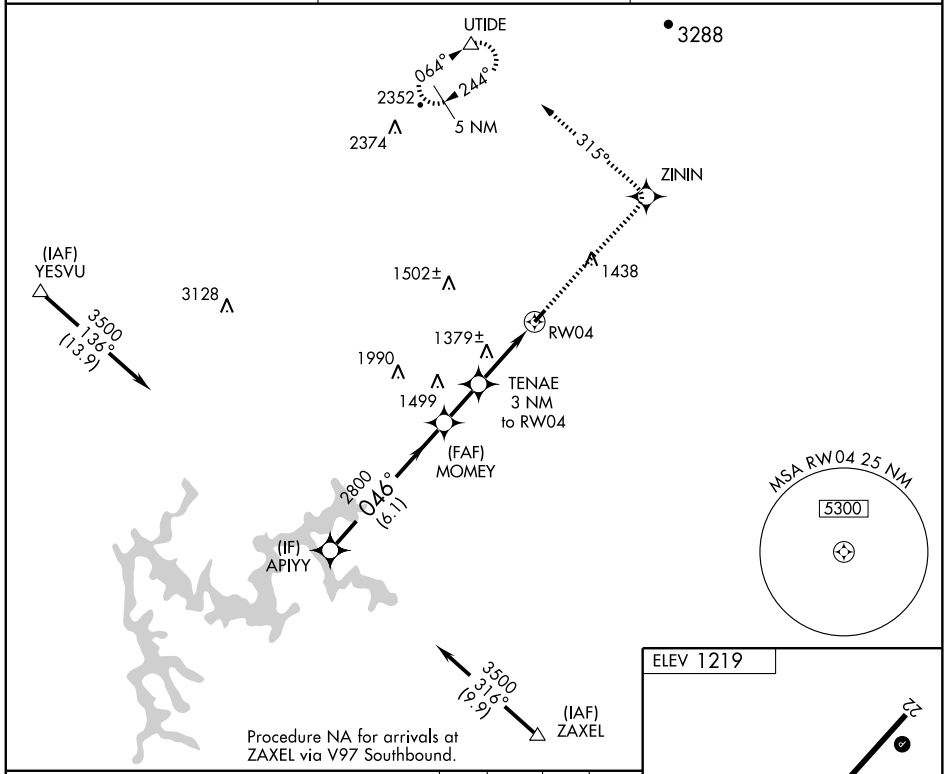
RNAV (GPS) RWY 4

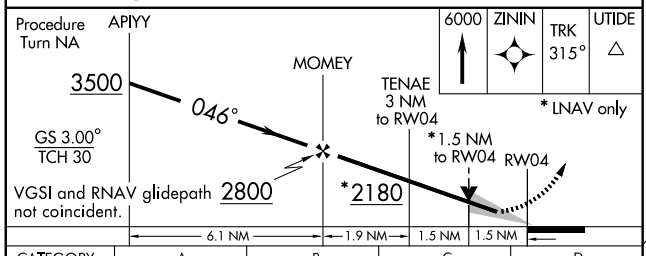
CANTON/ CHEROKEE COUNTY (47A)

T
A NA — DME/DME RNP-0.3 NA. VDP NA when using Marietta alimeter setting. When local altimeter setting not received, use Marietta altimeter setting and increase all DAs/MDAs 80 feet, LPV all Cats visibility ¼ mile and LNAV Cat C ¼ mile.

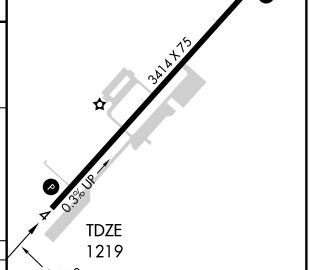
MISSED APPROACH: Climb to 6000 direct ZININ and via 315° track to UTIDE and hold, continue climb-in-hold to 6000.

AWOS-3	ATLANTA APP CON	UNICOM
119.825	121.0 268.7	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1469-1	250 (300-1)		NA
LNAV MDA	1640-1	421 (500-1)	1640-1¼ 421 (500-1¼)	NA
CIRCLING	1720-1	501 (600-1)	1720-1½ 501 (600-1½)	NA



SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	3414
226°	TDZE	1219
	Apt Elev	1219

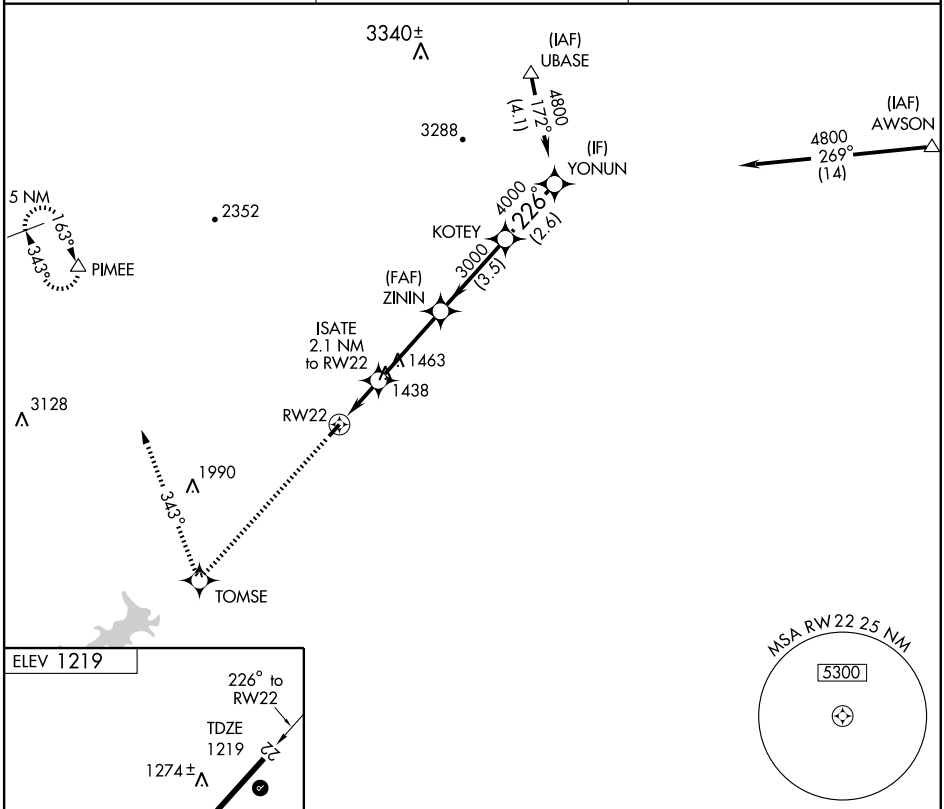
RNAV (GPS) RWY 22

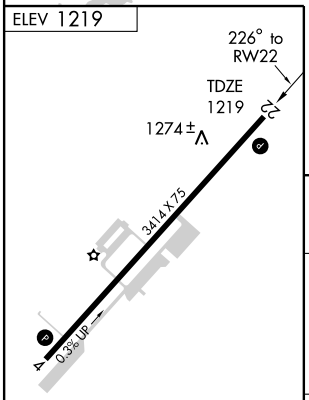
CANTON/ CHEROKEE COUNTY (47A)

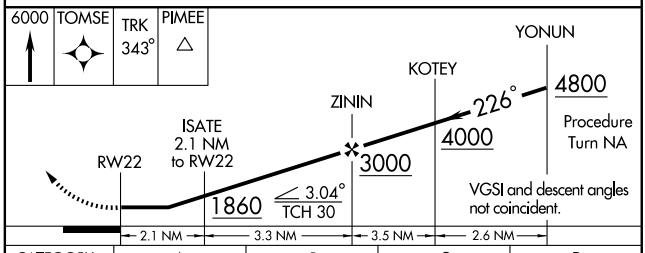
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Marietta altimeter setting and increase all MDAs 80 feet and LNAV Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 6000 direct TOMSE then via 343° track to PIMEE and hold, continue climb-in-hold to 6000.

AWOS-3	ATLANTA APP CON	UNICOM
119.825	121.0 268.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1540-1	321 (400-1)		NA
CIRCLING	1720-1	501 (600-1)	1720-1½ 501 (600-1½)	NA

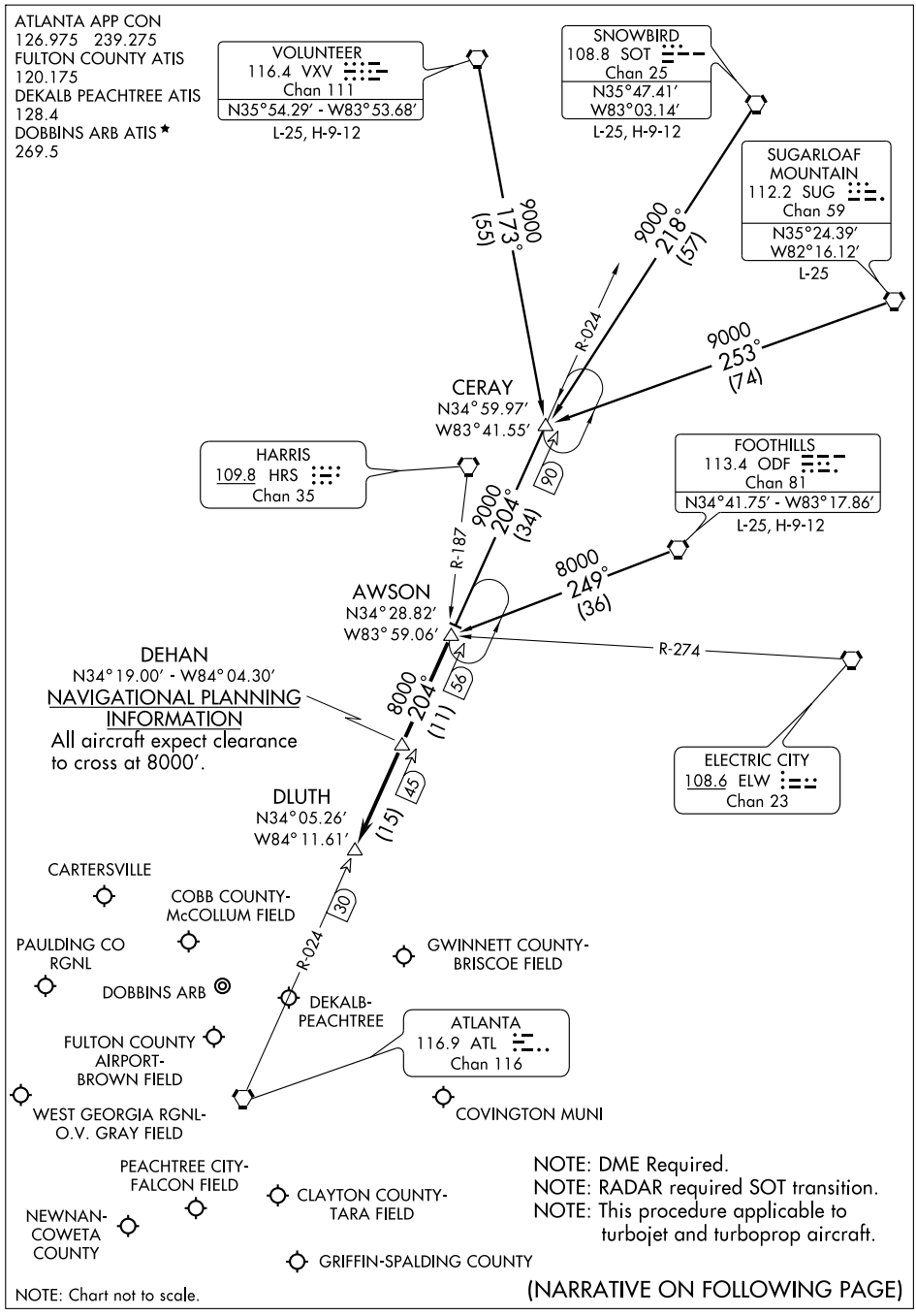
MIRL Rwy 4-22 L

SE-4, 22 OCT 2009 to 19 NOV 2009

AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4, 22 OCT 2009 to 19 NOV 2009

AWSON ONE ARRIVAL (AWSON.AWSON1) ST-469 (FAA) ATLANTA, GEORGIA

ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 22 OCT 2009 to 19 NOV 2009

LOC I-CTJ	APP CRS	Rwy Idg	5503
111.7	348°	TDZE	1140
		Apt Elev	1161

ILS or LOC/NDB RWY 35

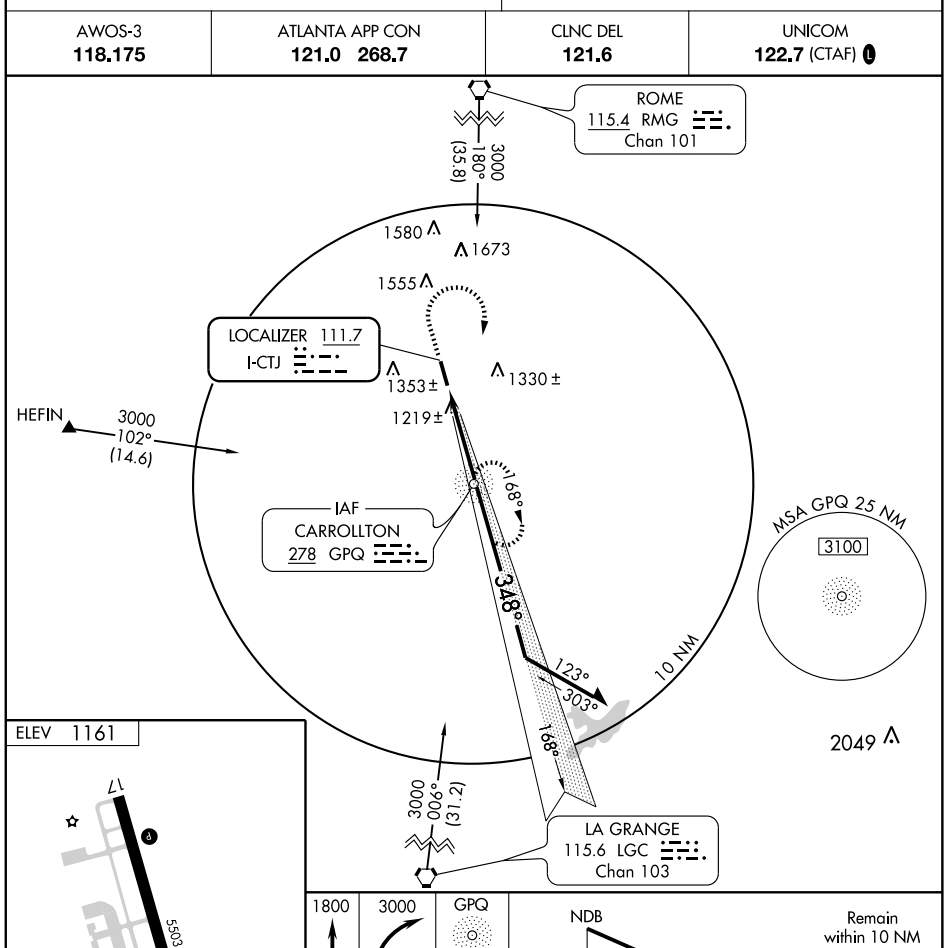
CARROLLTON / WEST GEORGIA RGNL-O V GRAY FIELD (CTJ)

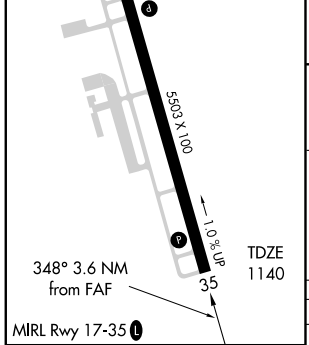
If local altimeter setting not received, use Newnan altimeter setting and increase DA to 1430 feet; increase all MDAs 100 feet.

NA

MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct GPQ NDB and hold.

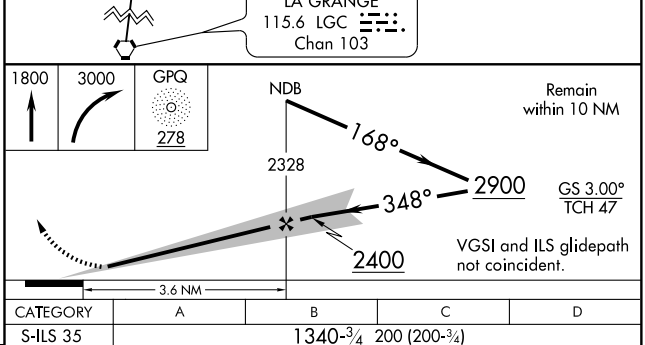
AWOS-3	ATLANTA APP CON	CLNC DEL	UNICOM
118.175	121.0 268.7	121.6	122.7 (CTAF) L





FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12



CATEGORY	A	B	C	D
S-ILS 35	1340-¾ 200 (200-¾)			
S-LOC 35	1480-1 340 (400-1)			
CIRCLING	1660-1 499 (500-1)	1680-1 519 (600-1)	1680-1½ 519 (600-1½)	1720-2 559 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5503
168°	TDZE	1161
	Apt Elev	1161

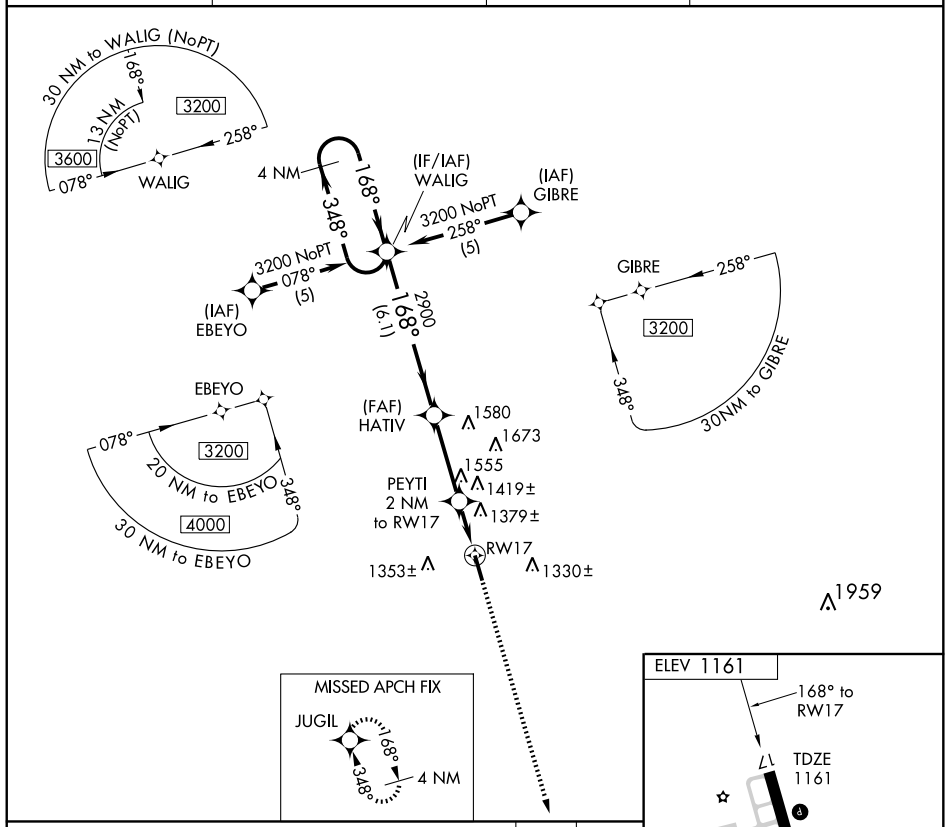
RNAV (GPS) RWY 17

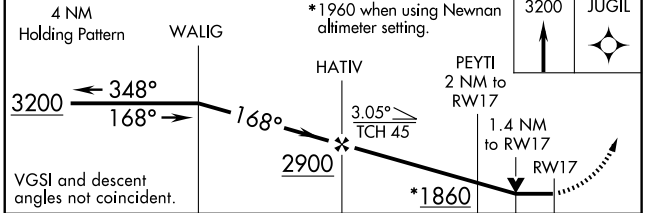
CARROLLTON / WEST GEORGIA RGNL-O V GRAY FIELD (CTJ)

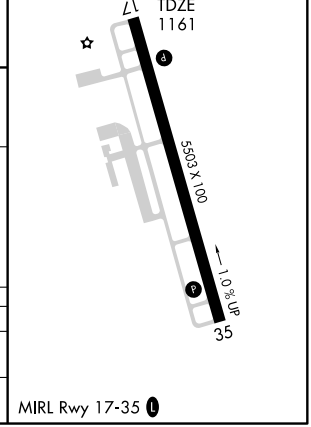
If local altimeter setting not received, use Newnan altimeter setting and increase all MDAs 100 feet. VDP NA when using Newnan altimeter setting.

MISSED APPROACH: Climb to 3200 direct JUGIL and hold.

AWOS-3	ATLANTA APP CON	CLNC DEL	UNICOM
118.175	121.0 268.7	121.6	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1640-1 479 (500-1)		1640-1¼ 479 (500-1¼)	1640-1½ 479 (500-1½)
CIRCLING	1660-1 499 (500-1)	1680-1 519 (600-1)	1680-1½ 519 (600-1½)	1720-2 559 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	5503
Chan 60907	348°	TDZE	1140
W35A		Apt Elev	1161

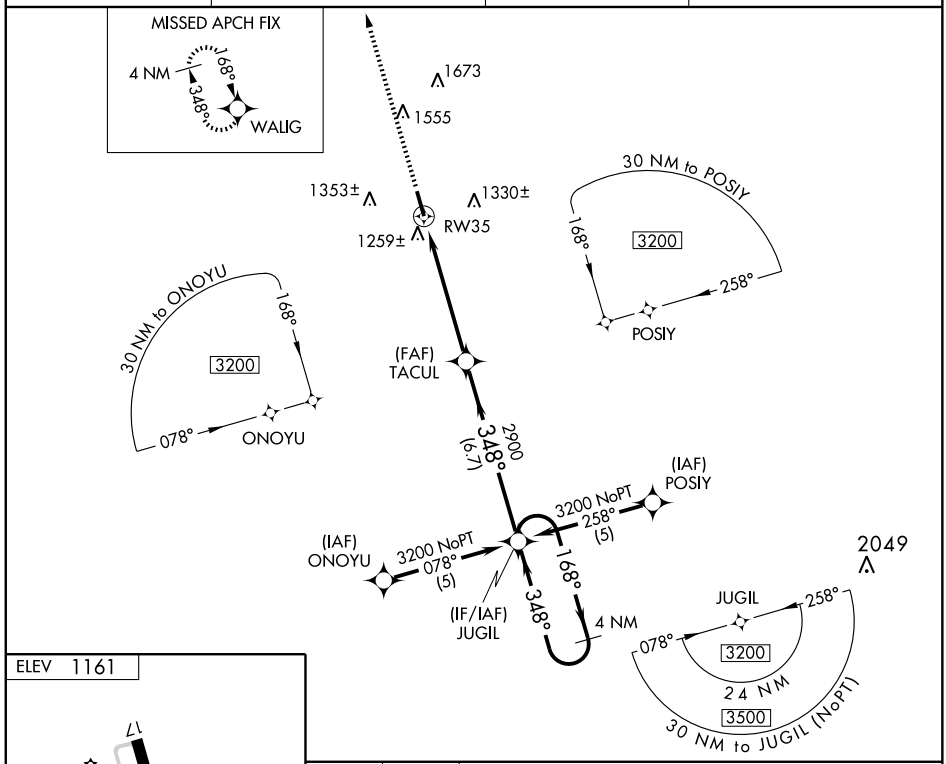
RNAV (GPS) RWY 35

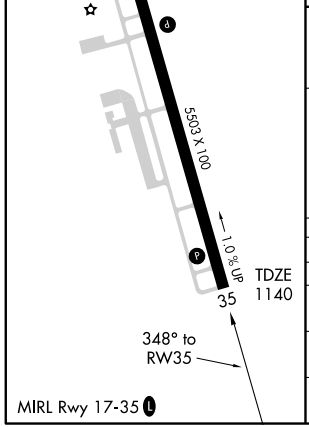
CARROLLTON / WEST GEORGIA RGNL-O V GRAY FIELD (CTJ)

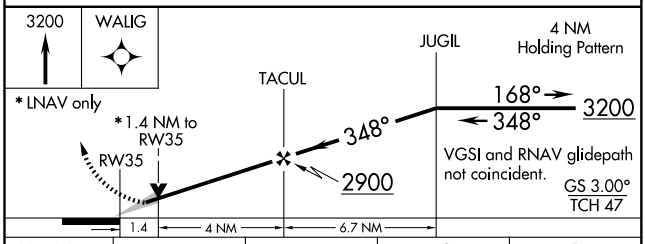
If local altimeter setting not received, use Newnan altimeter setting and increase DA to 1480 feet; increase all MDAs 100 feet. DME/DME RNP-0.3 NA. VDP NA when using Newnan altimeter setting.

MISSED APPROACH: Climb to 3200 direct WALIG and hold.

AWOS-3	ATLANTA APP CON	CLNC DEL	UNICOM
118.175	121.0 268.7	121.6	122.7 (CTAF) L







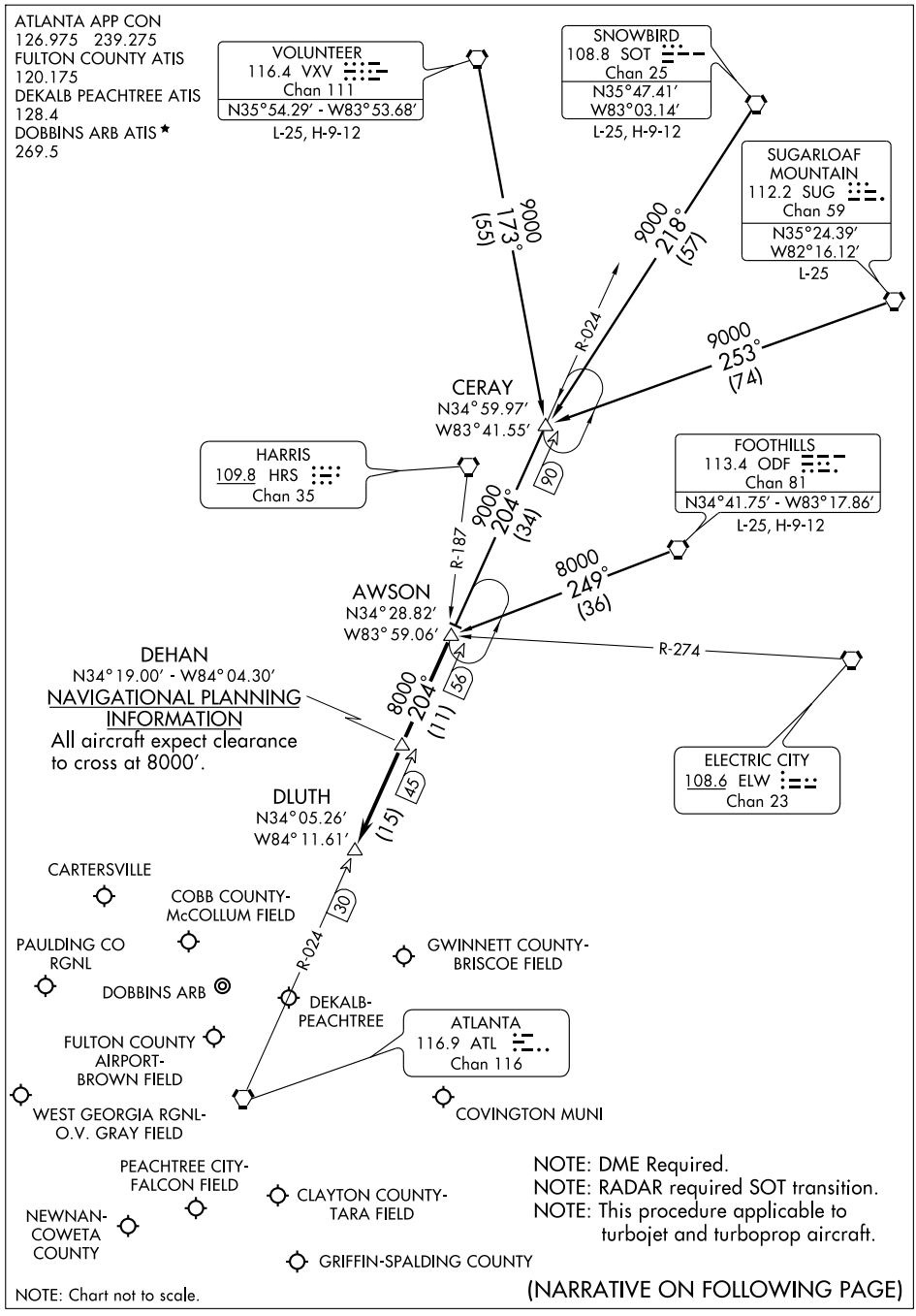
CATEGORY	A	B	C	D
LPV DA	1390-1 250 (300-1)			
LNAV/ VNAV DA	NA			
LNAV MDA	1580-1 440 (500-1)		1580-1¼ 440 (500-1¼)	1580-1½ 440 (500-1½)
CIRCLING	1660-1 499 (500-1)	1680-1 519 (600-1)	1680-1½ 519 (600-1½)	1720-2 559 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4, 22 OCT 2009 to 19 NOV 2009

AWSON ONE ARRIVAL (AWSON.AWSON1) ST-469 (FAA) ATLANTA, GEORGIA

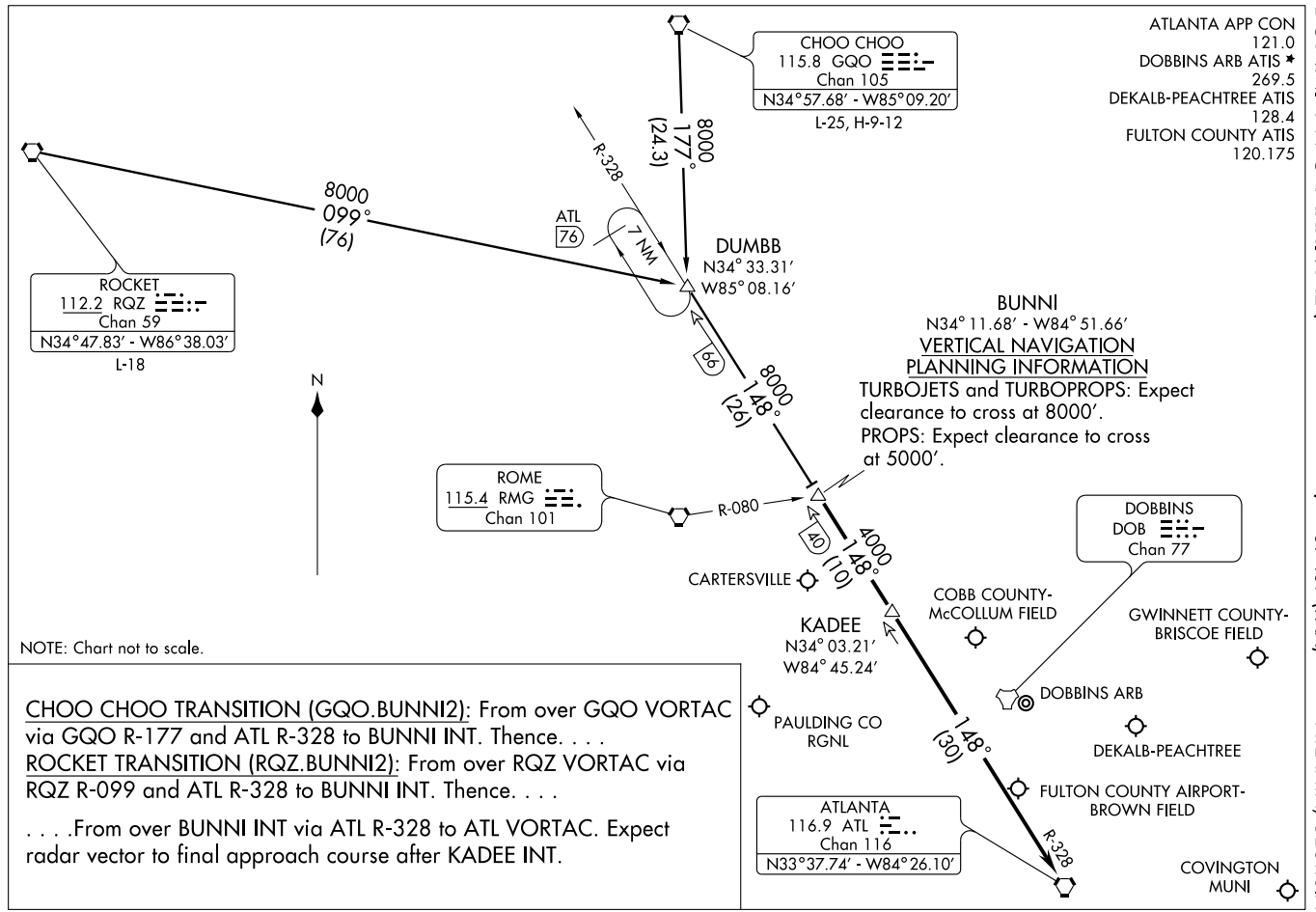
ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 22 OCT 2009 to 19 NOV 2009

BUNNI TWO ARRIVAL (BUNNI.BUNNI2)



NOTE: Chart not to scale.

CHOO CHOO TRANSITION (GQO.BUNNI2): From over GQO VORTAC via GQO R-177 and ATL R-328 to BUNNI INT. Thence. . . .

ROCKET TRANSITION (RQZ.BUNNI2): From over RQZ VORTAC via RQZ R-099 and ATL R-328 to BUNNI INT. Thence. . . .

. . . .From over BUNNI INT via ATL R-328 to ATL VORTAC. Expect radar vector to final approach course after KADEE INT.

LOC/DME I-VPC	APP CRS	Rwy Idg	5760
110.35	187°	TDZE	749
Chan 40 (Y)		Apt Elev	759

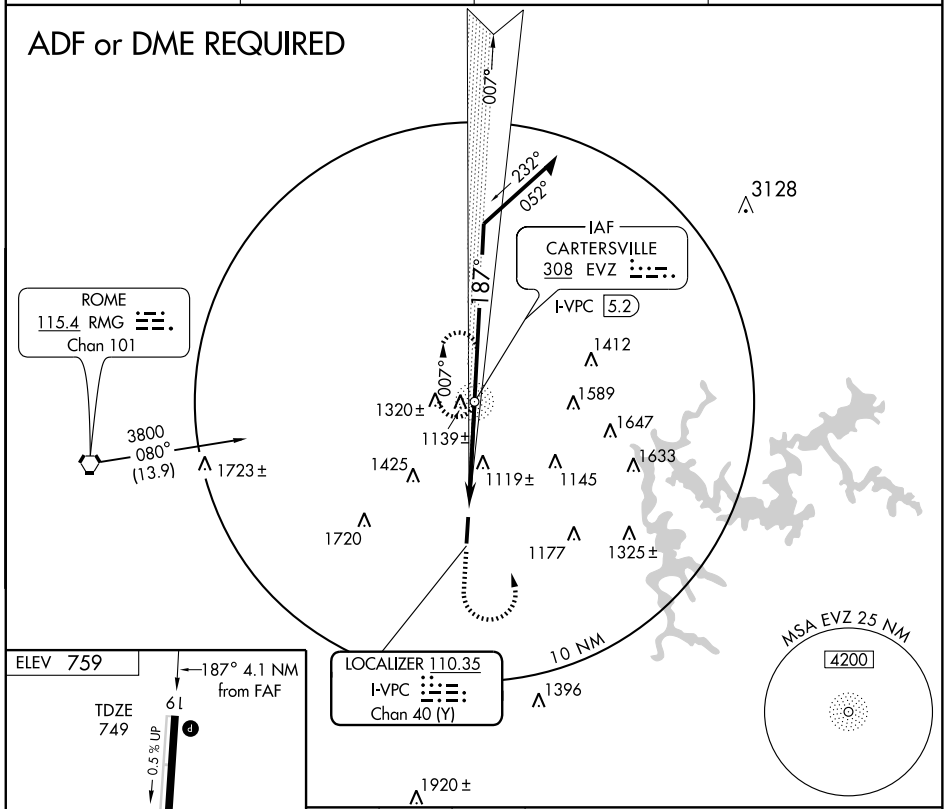
LOC RWY 19
CARTERSVILLE (VPC)

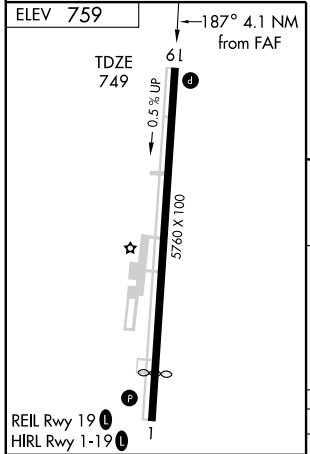
ADF Required.
If local altimeter setting not received, use Richard B. Russell altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3400 direct EVZ NDB and hold, continue climb-in-hold to 3400.

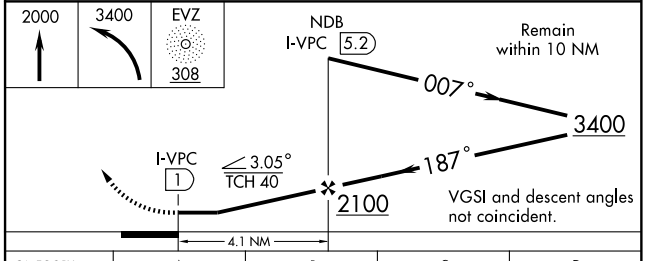
ASOS	ATLANTA APP CON	GCO	UNICOM
120.525	121.0 268.7	121.725	123.05 (CTAF) L

ADF or DME REQUIRED





FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22



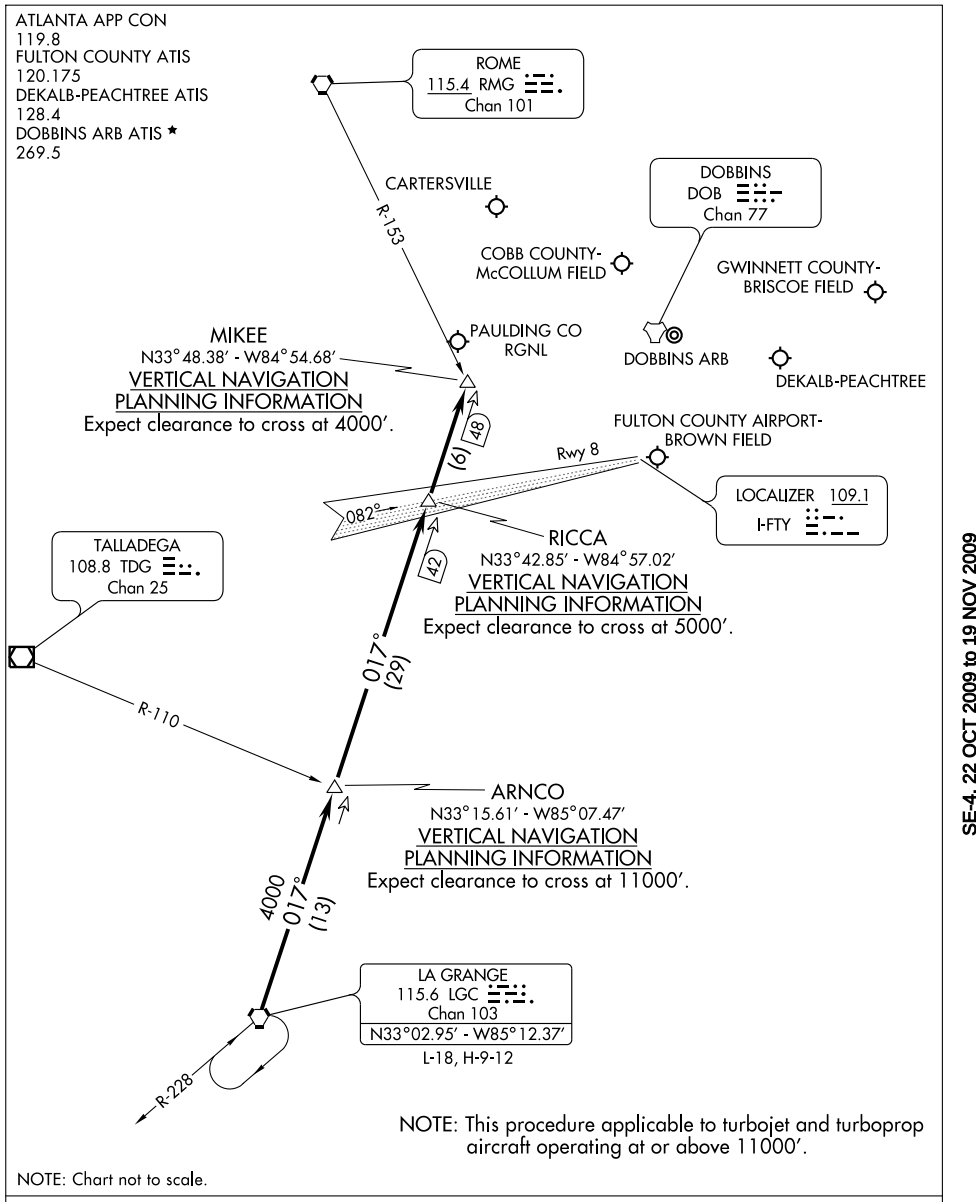
CATEGORY	A	B	C	D
S-19	1280-1 531 (600-1)		1280-1½ 531 (600-1½)	1280-1¾ 531 (600-1¾)
CIRCLING	1340-1 581 (600-1)	1440-1 681 (700-1)	1600-2½ 841 (900-2½)	1600-2¾ 841 (900-2¾)

SE-4, 22 OCT 2009 to 19 NOV 2009

MIKEE FOUR ARRIVAL (LGC.MIKEE4)

ST-469 (FAA)

ATLANTA, GEORGIA



From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

SE-4, 22 OCT 2009 to 19 NOV 2009

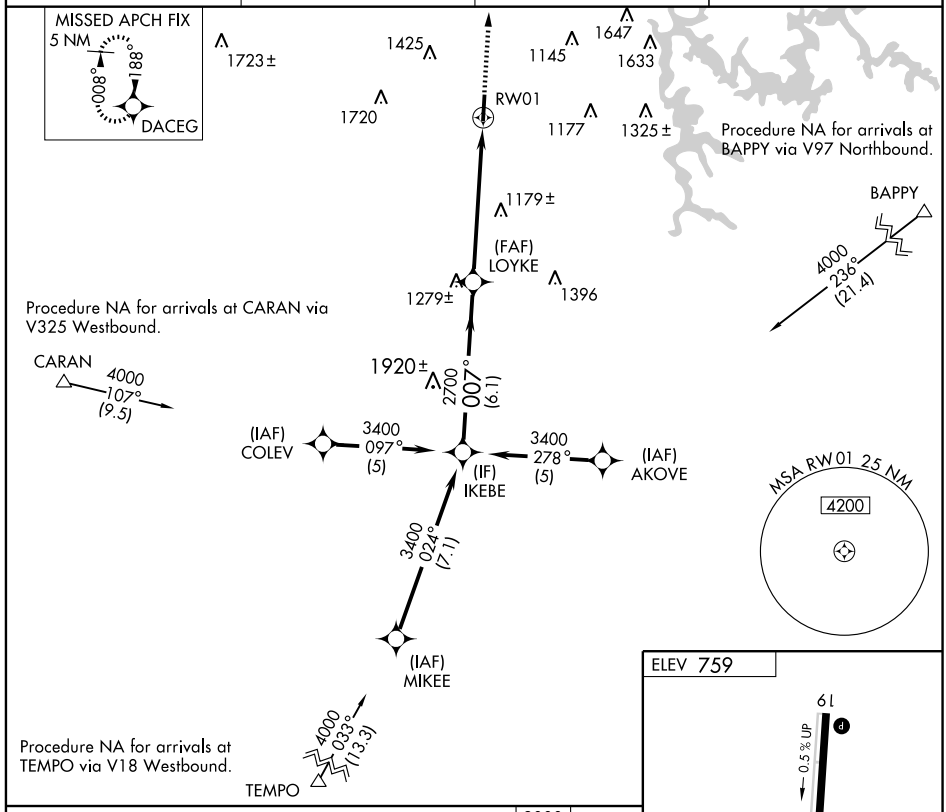
APP CRS	Rwy Idg	5020
007°	TDZE	754
	Apt Elev	759

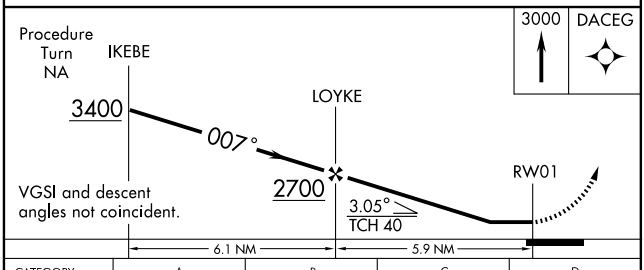
RNAV (GPS) RWY 1
CARTERSVILLE (VPC)

When VGSI inop, straight-in/circling Rwy 1 procedure NA at night. If local altimeter setting not received, use Richard B. Russell altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

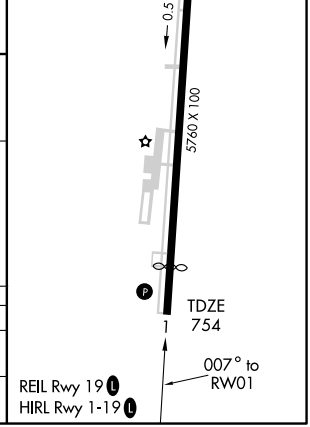
MISSED APPROACH: Climb to 3000 direct DACEG and hold.

ASOS	ATLANTA APP CON	GCO	UNICOM
120.525	121.0 268.7	121.725	123.05 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1440-1	686 (700-1)	1440-2 686 (700-2)	1440-2¼ 686 (700-2¼)
CIRCLING	1440-1	681 (700-1)	1600-2½ 841 (900-2½)	1600-2¾ 841 (900-2¾)



SE-4, 22 OCT 2009 to 19 NOV 2009

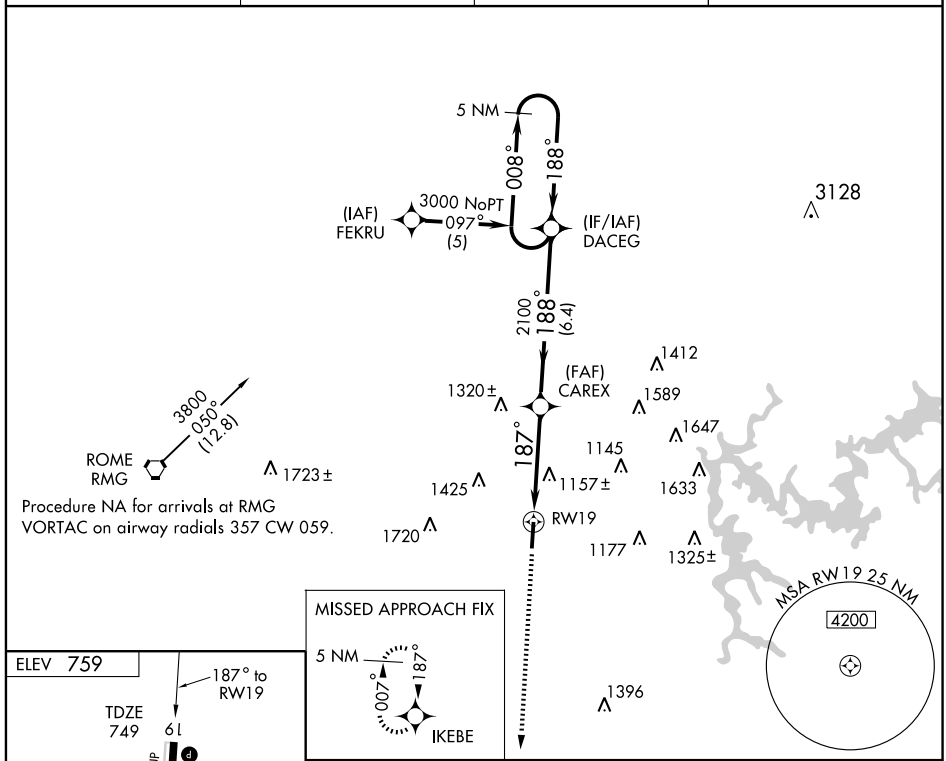
WAAS	APP CRS	Rwy Idg	5760
CH 58005	187°	TDZE	749
W19A		Apt Elev	759

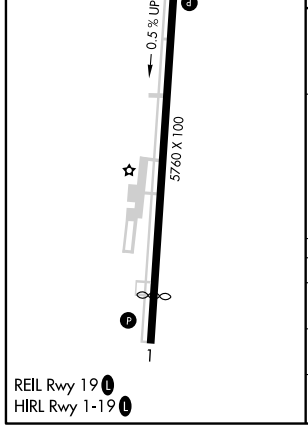
RNAV (GPS) RWY 19
CARTERSVILLE (VPC)

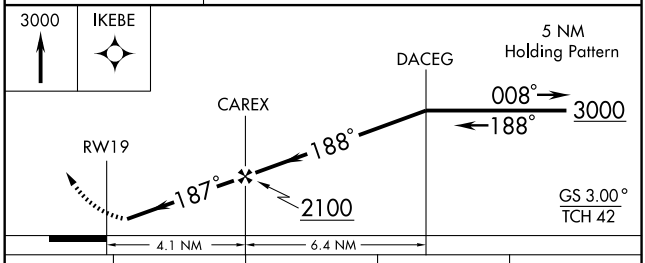
If local altimeter setting not received, use Richard B. Russell altimeter setting and increase all DAs/MDAs 80 feet.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct IKEBE and hold.

ASOS	ATLANTA APP CON	GCO	UNICOM
120.525	121.0 268.7	121.725	123.05 (CTAF) L

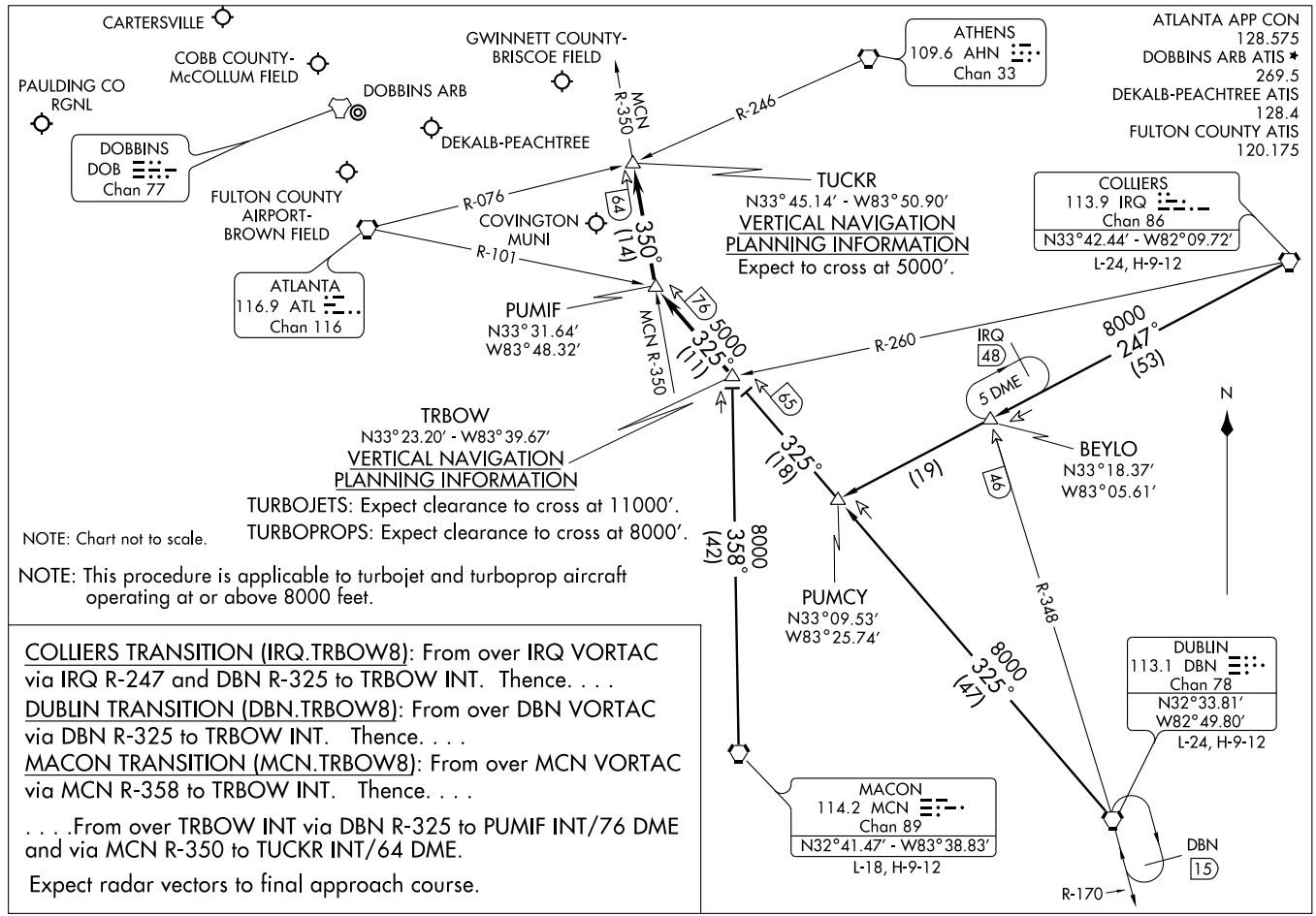






CATEGORY	A	B	C	D
LPV DA	1008-1 259 (300-1)			
LNAV MDA	1420-1 671 (700-1)		1420-2 671 (700-2)	1420-2¼ 671 (700-2¼)
CIRCLING	1420-1 661 (700-1)	1440-1 681 (700-1)	1600-2½ 841 (900-2½)	1600-2¾ 841 (900-2¾)

SE-4, 22 OCT 2009 to 19 NOV 2009



COLLIERS TRANSITION (IRQ.TRBOW8): From over IRQ VORTAC via IRQ R-247 and DBN R-325 to TRBOW INT. Thence. . . .

DUBLIN TRANSITION (DBN.TRBOW8): From over DBN VORTAC via DBN R-325 to TRBOW INT. Thence. . . .

MACON TRANSITION (MCN.TRBOW8): From over MCN VORTAC via MCN R-358 to TRBOW INT. Thence. . . .

. . . .From over TRBOW INT via DBN R-325 to PUMIF INT/76 DME and via MCN R-350 to TUCKR INT/64 DME.

Expect radar vectors to final approach course.

(TRBOW.TRBOW8) 09183
TRBOW EIGHT ARRIVAL
ST-469 (FAA)
ATLANTA, GEORGIA

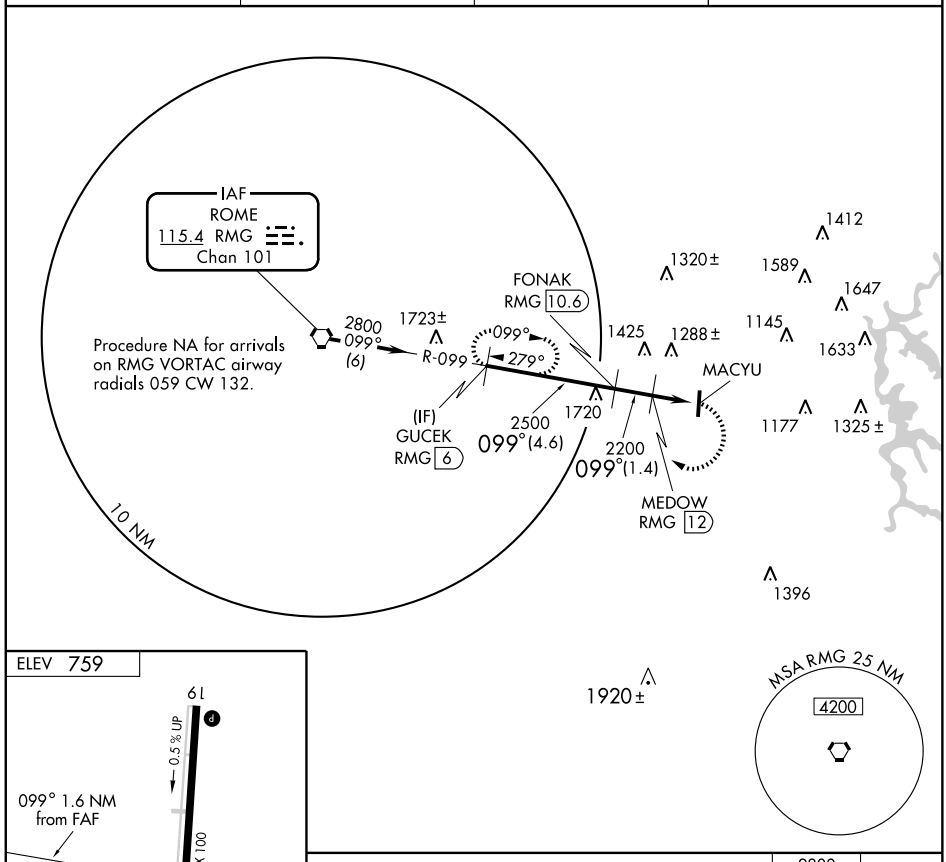
VORTAC RMG	APP CRS	Rwy Idg	N/A
115.4	099°	TDZE	N/A
Chan 101		Apt Elev	759

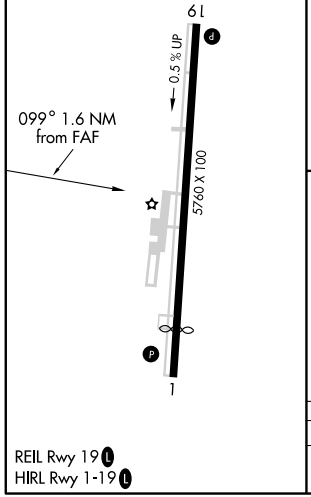
VOR/DME-A
CARTERSVILLE (VPC)

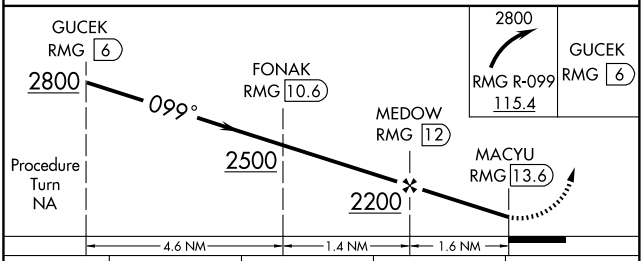
If local altimeter setting not received, use Richard B. Russell altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 2800 via RMG R-099 to GUCEK/6 DME and hold.

ASOS	ATLANTA APP CON	GCO	UNICOM
120.525	121.0 268.7	121.725	123.05 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1560-1 801 (900-1)	1560-1¼ 801 (900-1¼)	1600-2½ 841 (900-2½)	1600-2¾ 841 (900-2¾)

REIL Rwy 19 L
HIRL Rwy 1-19 L

SE-4, 22 OCT 2009 to 19 NOV 2009

CEDARTOWN, GEORGIA

AL-5501 (FAA)

VOR/DME RNAV or GPS RWY 9

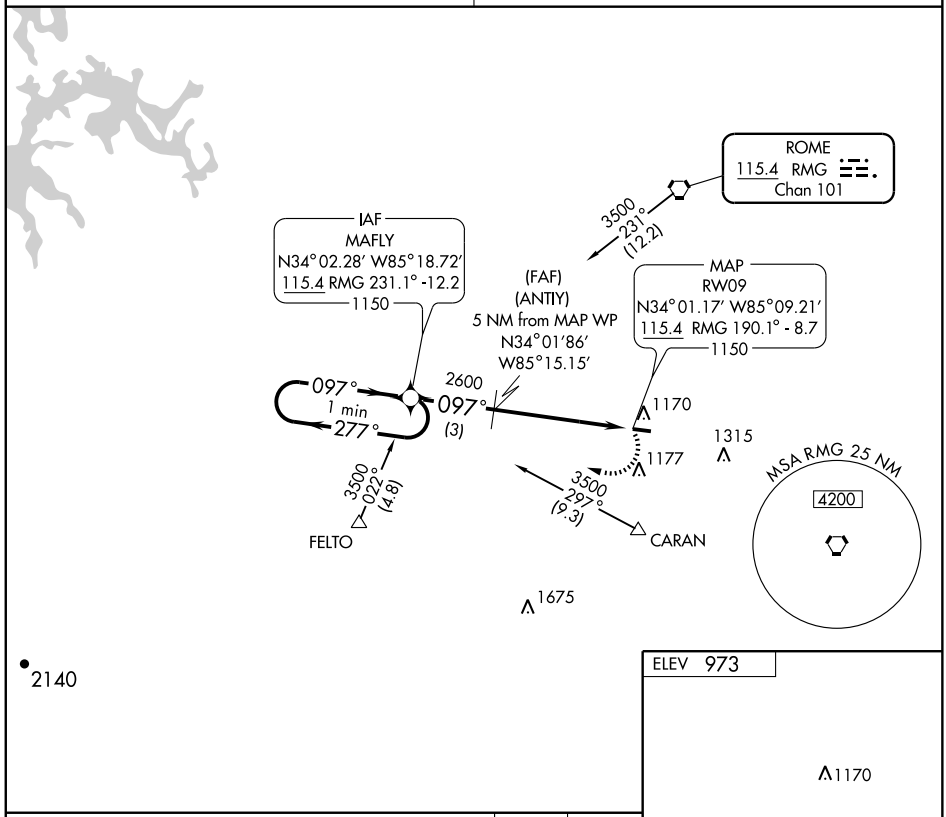
CEDARTOWN/
POLK COUNTY AIRPORT- CORNELIUS MOORE FIELD (4A4)

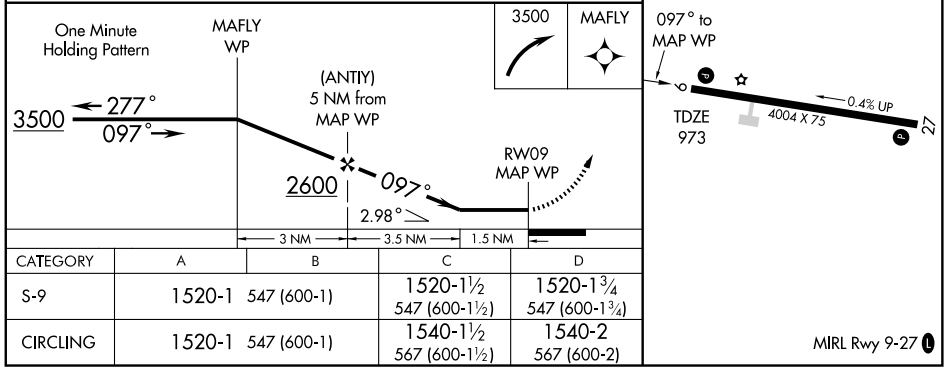
VORTAC RMG 115.4 Chan 101	APP CRS 097°	Rwy Idg 4004 TDZE 973 Apt Elev 973

▼ NA — Obtain local altimeter setting on CTAF; if not received, use Cartersville altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 3500 direct MAFLY WP and hold.

ATLANTA CENTER	UNICOM
133.8 353.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-9	1520-1 547 (600-1)		1520-1½ 547 (600-1½)	1520-1¾ 547 (600-1¾)
CIRCLING	1520-1 547 (600-1)		1540-1½ 567 (600-1½)	1540-2 567 (600-2)

MIRL Rwy 9-27 L

SE-4, 22 OCT 2009 to 19 NOV 2009

CEDARTOWN, GEORGIA

AL-5501 (FAA)

VOR/DME RNAV or GPS RWY 27

CEDARTOWN/
POLK COUNTY AIRPORT- CORNELIUS MOORE FIELD (4A4)

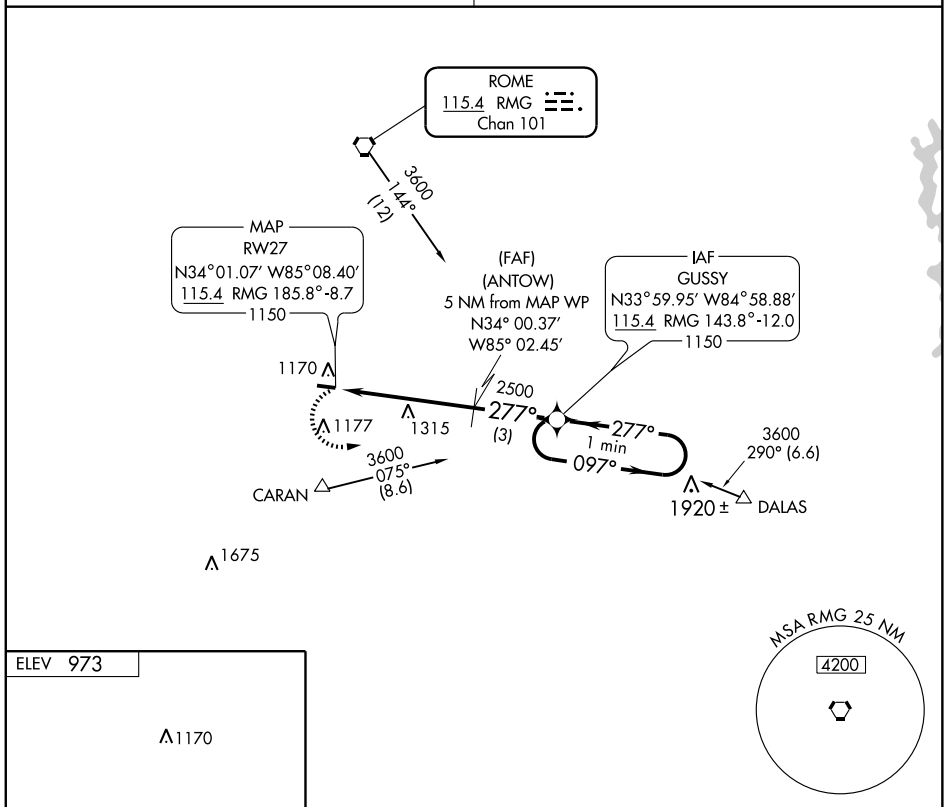
VORTAC RMG	APP CRS	Rwy Idg	4004
115.4	277°	TDZE	973
Chan 101		Apt Elev	973

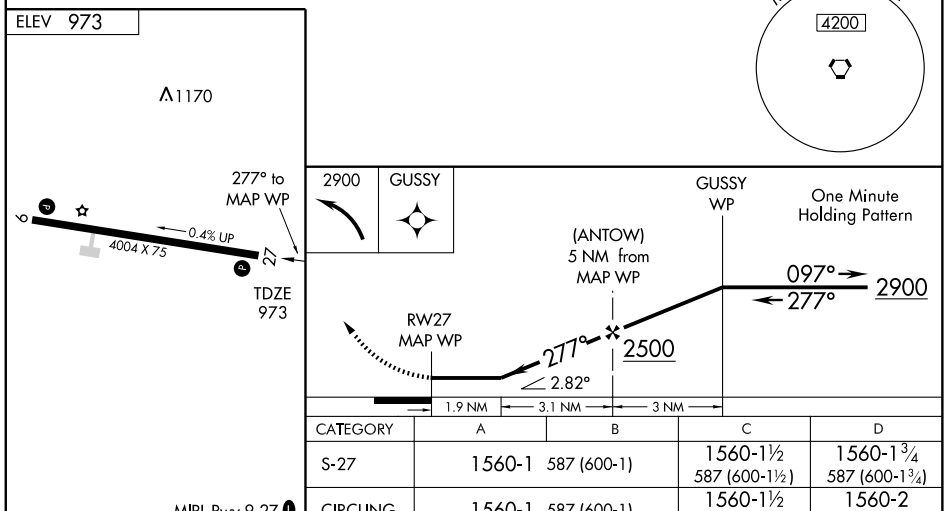
Obtain local altimeter setting on CTAF; if not received, use Cartersville altimeter setting and increase all MDAs 80 feet.

NA

MISSED APPROACH: Climbing left turn to 2900 direct GUSSY WP and hold.

ATLANTA CENTER	UNICOM
133.8 353.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-27	1560-1	587 (600-1)	1560-1½ 587 (600-1½)	1560-1¾ 587 (600-1¾)
CIRCLING	1560-1	587 (600-1)	1560-1½ 587 (600-1½)	1560-2 587 (600-2)

MIRL Rwy 9-27 L

SE-4, 22 OCT 2009 to 19 NOV 2009

VORTAC RMG 115.4 Chan 101	APP CRS 188°	Rwy Idg N/A TDZE N/A Apt Elev 973

CEDARTOWN/
POLK COUNTY AIRPORT- CORNELIUS MOORE FIELD (4A4)

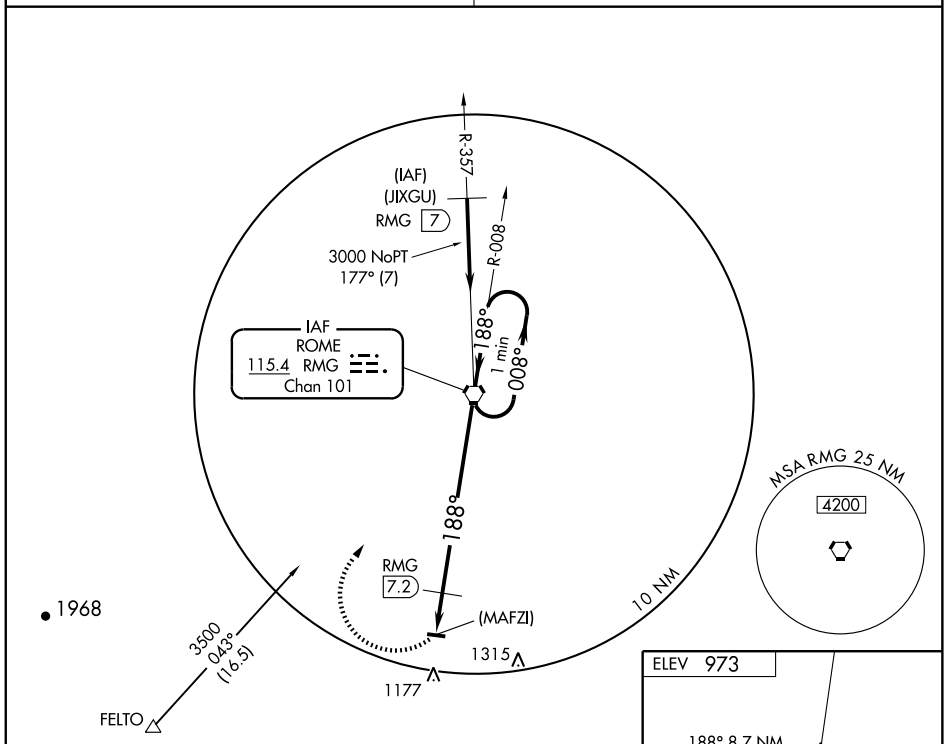
VOR or GPS-A

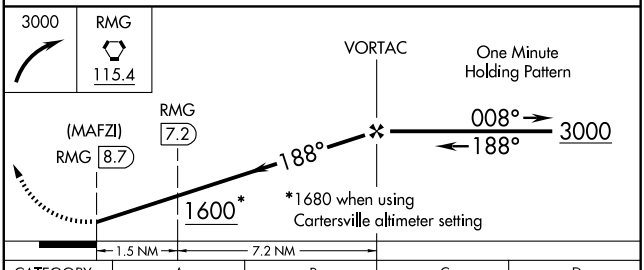
Obtain local altimeter setting on CTAF; if not received, use Cartersville altimeter setting and increase all MDAs 80 feet.

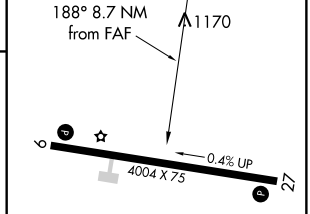
NA

MISSED APPROACH: Climbing right turn to 3000 direct RMG VORTAC and hold.

ATLANTA CENTER	UNICOM
133.8 353.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1600-1 627 (700-1)		1600-1¾ 627 (700-1¾)	1600-2 627 (700-2)
DME MINIMUMS				
CIRCLING	1520-1 547 (600-1)		1540-1½ 567 (600-1½)	1540-2 567 (600-2)

MIRL Rwy 9-27 L

FAF to MAP 8.7 NM

Knots	60	90	120	150	180
Min:Sec	8:42	5:48	4:21	3:29	2:54

SE-4, 22 OCT 2009 to 19 NOV 2009

NDB CWV 395	APP CRS 108°	Rwy Idg 5012 TDZE 112 Apt Elev 112

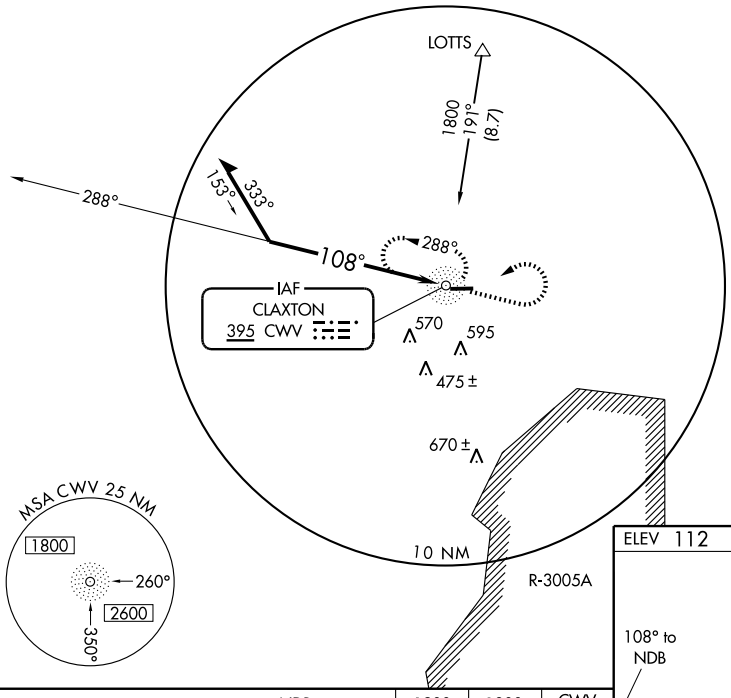
NDB RWY 9

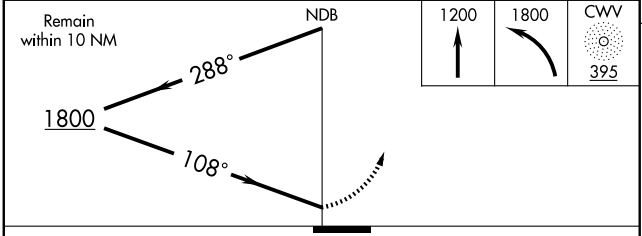
CLAXTON-EVANS COUNTY (CWV)

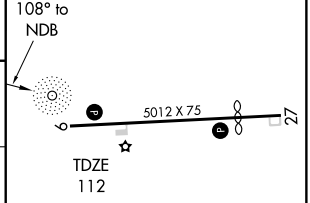
T
A NA — If local altimeter setting not received, use Savannah Intl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 1200 then climbing left turn to 1800 direct CWV NDB and hold.

AWOS-3	JACKSONVILLE CENTER	UNICOM
120.075	120.85 322.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-9	720-1	608 (700-1)	720-1¾ 608 (700-1¾)	720-2 608 (700-2)
CIRCLING	720-1	608 (700-1)	720-1¾ 608 (700-1¾)	840-2¼ 728 (800-2¼)

MIRL Rwy 9-27 L

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	5012
CH 45914	093°	TDZE	112
W09A		Apt Elev	112

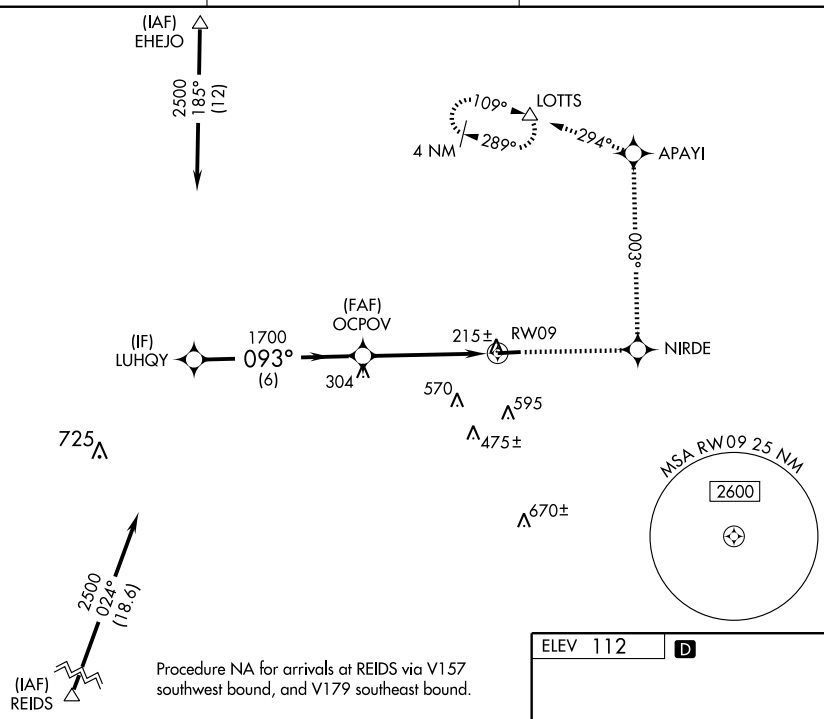
RNAV (GPS) RWY 9

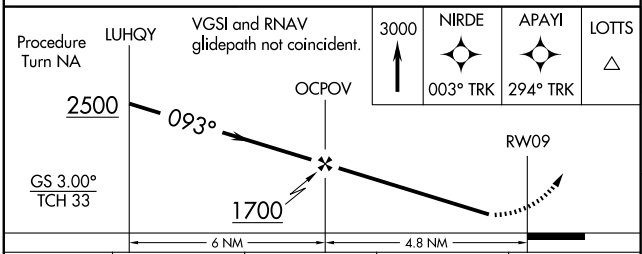
CLAXTON-EVANS COUNTY (CWV)

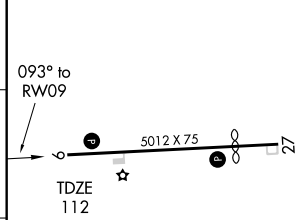
Baro-VNAV NA when using Savannah altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA. When local altimeter setting not received, use Savannah altimeter setting and increase all DA 88 feet, all MDA 100 feet and LPV and LNAV/VNAV all Cats and Circling Cat D visibility ½ mile and LNAV Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct NIRDE and via track 003° to APAYI and via track 294° to LOTTS and hold.

AWOS-3	JACKSONVILLE CENTER	UNICOM
120.075	120.85 322.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA		472-1¼	360 (400-1¼)	
LNAV/VNAV DA		824-2½	712 (800-2½)	
LNAV MDA	560-1 448 (500-1)		560-1¼ 448 (500-1¼)	560-1½ 448 (500-1½)
CIRCLING	600-1 488 (500-1)		600-1½ 488 (500-1½)	840-2¼ 728 (800-2¼)

MIRL Rwy 9-27 L

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	4012
CH 87114	273°	TDZE	111
W27A		Apt Elev	112

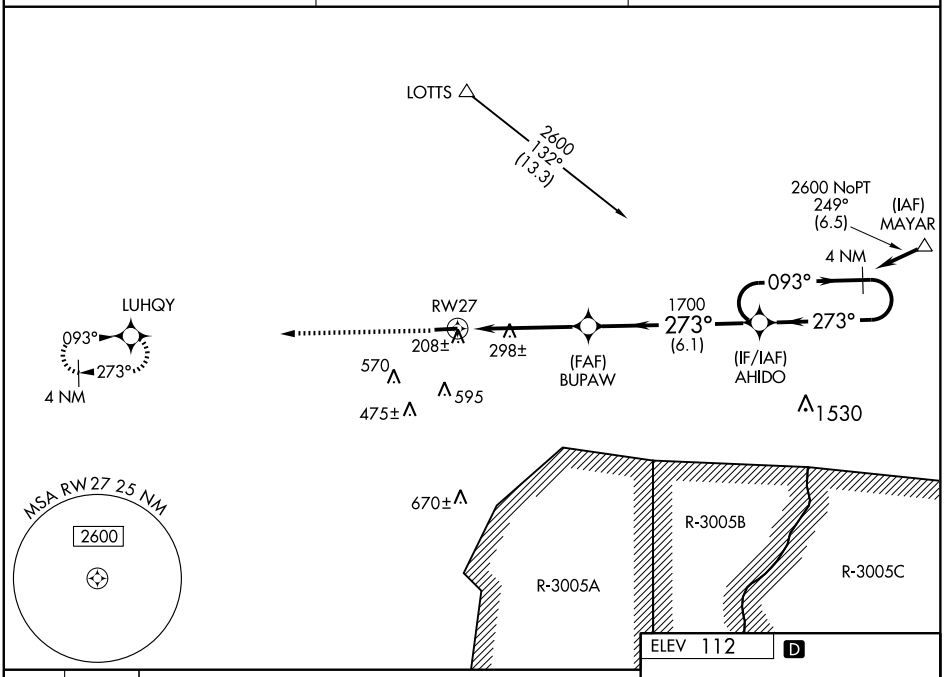
RNAV (GPS) RWY 27

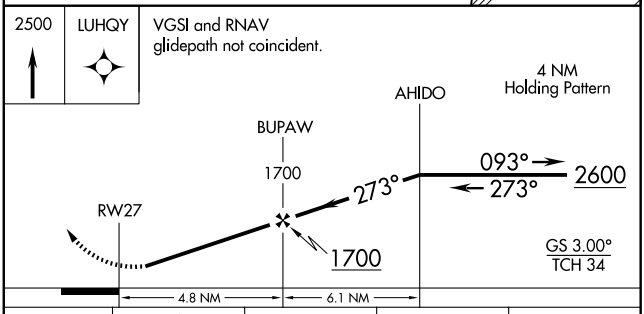
CLAXTON-EVANS COUNTY (CWV)

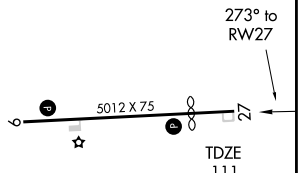
Baro-VNAV NA when using Savannah altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Savannah altimeter setting and increase all DA 88 feet, all MDA 100 feet and LPV all Cats and LNAV Cats C/D visibilities ¼ mile and LNAV/VNAV all Cats and Circling Cat D visibilities ½ mile.

MISSED APPROACH: Climb to 2500 direct LUHQY and hold.

AWOS-3	JACKSONVILLE CENTER	UNICOM
120.075	120.85 322.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA		424-1¼	313 (400-1¼)	
LNAV/VNAV DA		478-1¼	367 (400-1¼)	
LNAV MDA	540-1	429 (500-1)	540-1¼ 429 (500-1¼)	540-1½ 429 (500-1½)
CIRCLING	600-1	488 (500-1)	600-1½ 488 (500-1½)	840-2¼ 728 (800-2¼)

MIRL Rwy 9-27 L

SE-4, 22 OCT 2009 to 19 NOV 2009

COCHRAN, GEORGIA AL-5657 (FAA) 09295

RNAV (GPS) RWY 29

COCHRAN (48A)

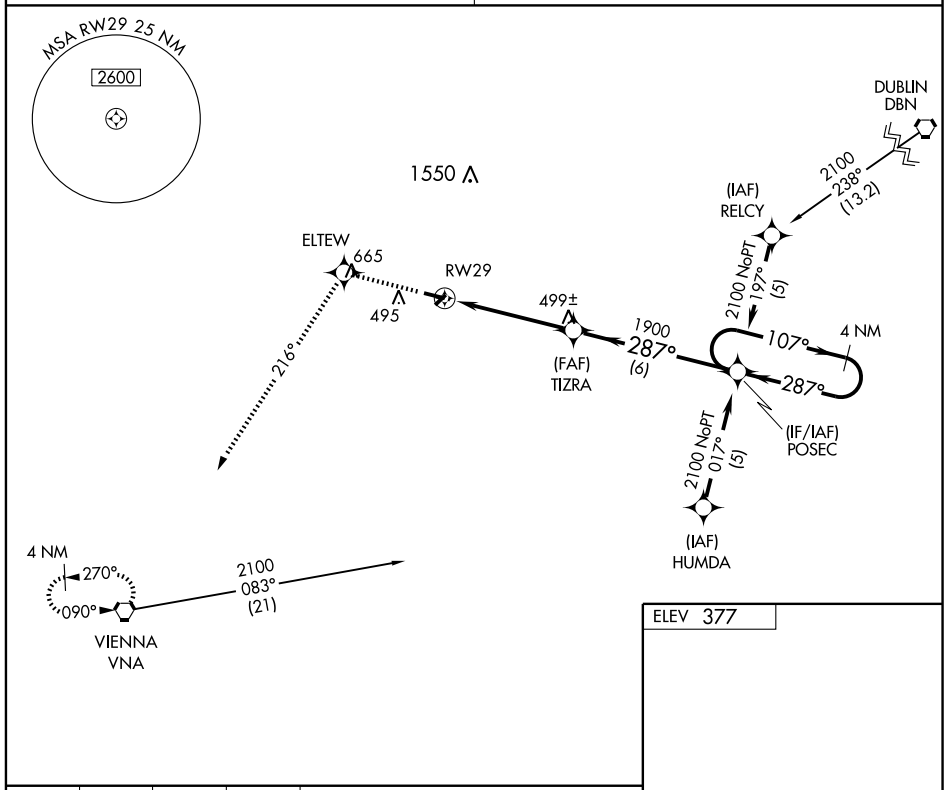
APP CRS	Rwy Idg	4401
287°	TDZE	358
	Apt Elev	377

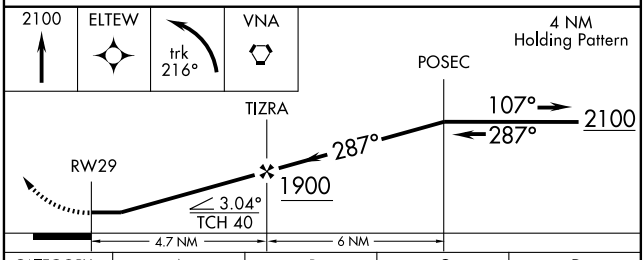
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Dublin altimeter setting; when not received, use Middle Georgia Rgnl altimeter setting and increase all MDA 20 feet.

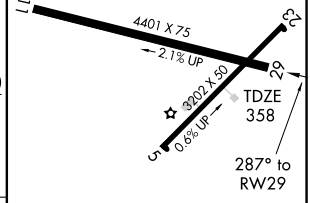
MISSED APPROACH: Climb to 2100 direct ELTEW and left turn via track 216° to VNA VORTAC and hold.

ATLANTA APP CON★
124.2 279.6

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	800-1 442 (500-1)		800-1¼ 442 (500-1¼)	NA
CIRCLING	880-1 503 (600-1)	900-1 523 (600-1)	900-1½ 523 (600-1½)	NA

MIRL Rwy 5-23 L

SE-4, 22 OCT 2009 to 19 NOV 2009

VOR/DME RWY 5

COCHRAN (48A)

VORTAC VNA	APP CRS	Rwy Idg	3202
116.5	044°	TDZE	336
Chan 112		Apt Elev	377

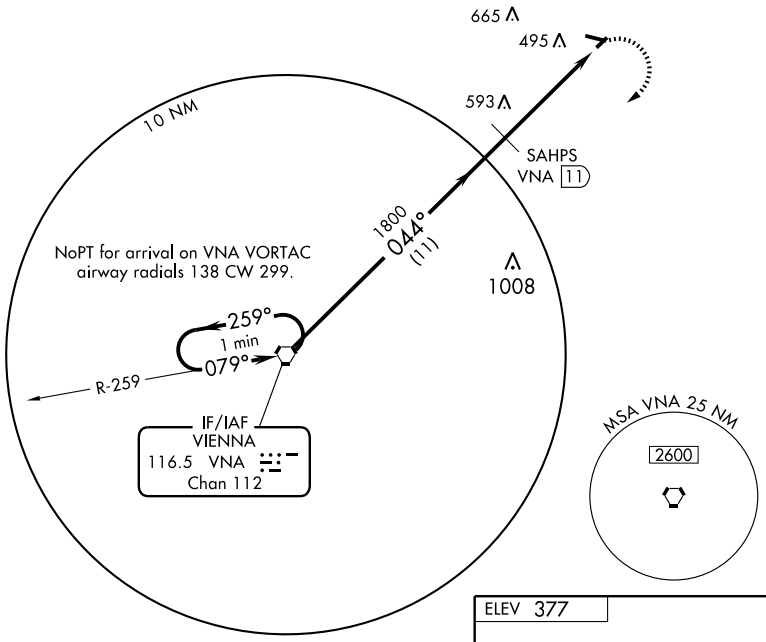
Use Dublin altimeter setting; when not received, use Middle Georgia Rgnl altimeter setting and increase all MDA 20 feet.

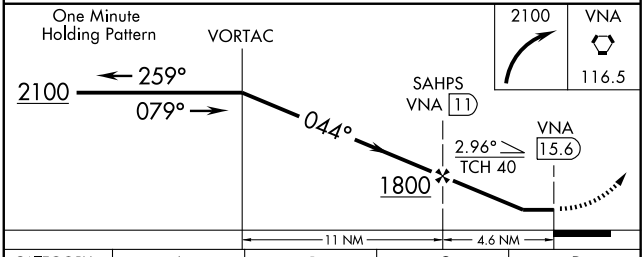
NA

MISSED APPROACH: Climbing right turn to 2100 direct VNA VORTAC and hold.

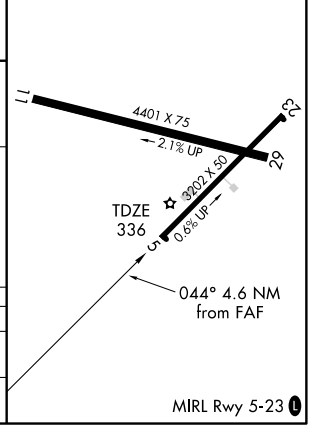
ATLANTA APP CON★
124.2 279.6

UNICOM
122.8 (CTAF) L

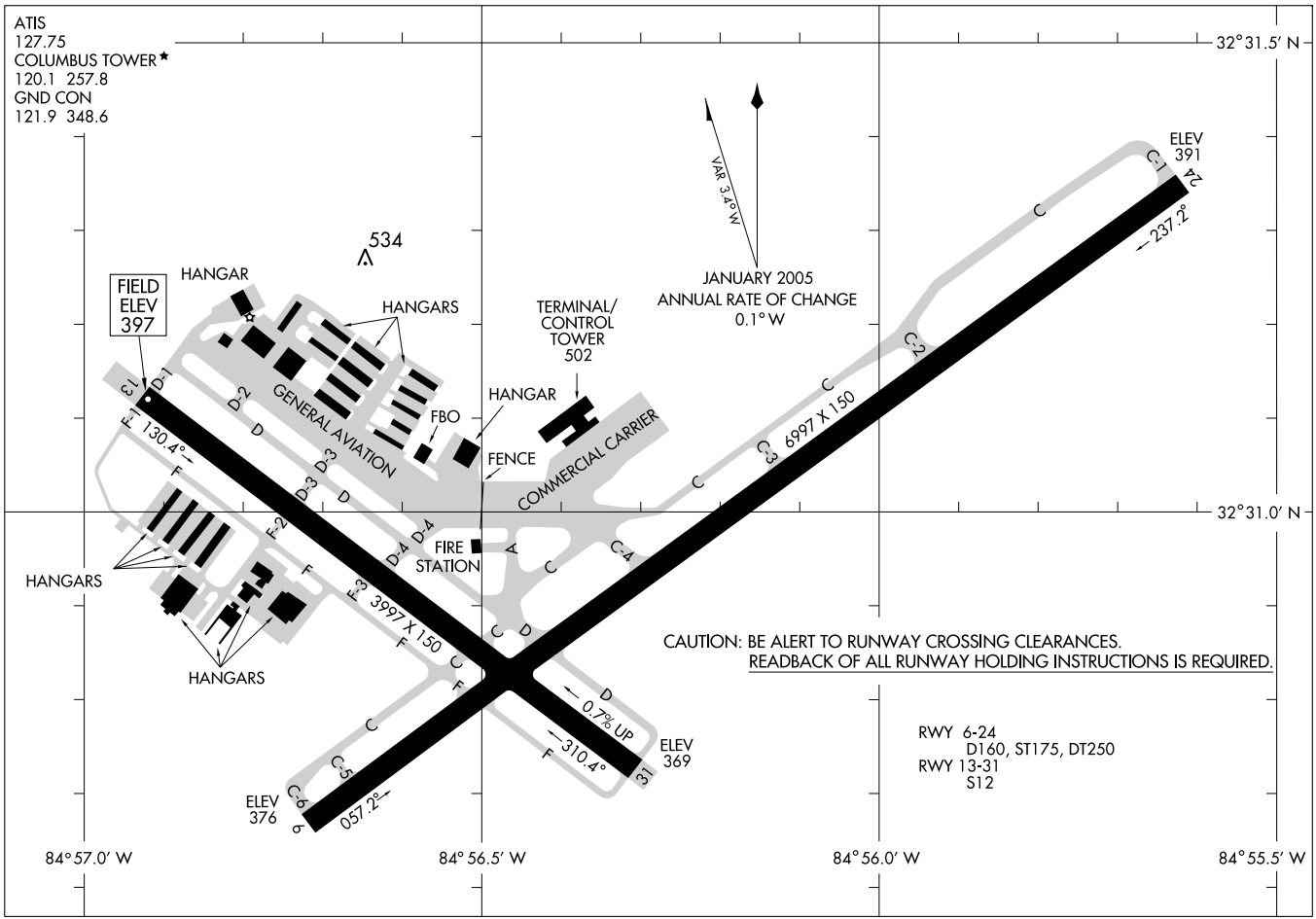




CATEGORY	A	B	C	D
S-5	900-1	564 (600-1)	900-1½ 564 (600-1½)	NA
CIRCLING	900-1	523 (600-1)	900-1½ 523 (600-1½)	NA



SE-4, 22 OCT 2009 to 19 NOV 2009



AIRPORT DIAGRAM

AL-636 (FAA)

COLUMBUS METROPOLITAN (CSG)
COLUMBUS, GEORGIA

LOC I-CSG	APP CRS	Rwy Idg	6997
110.3	056°	TDZE	380
		Apt Elev	397

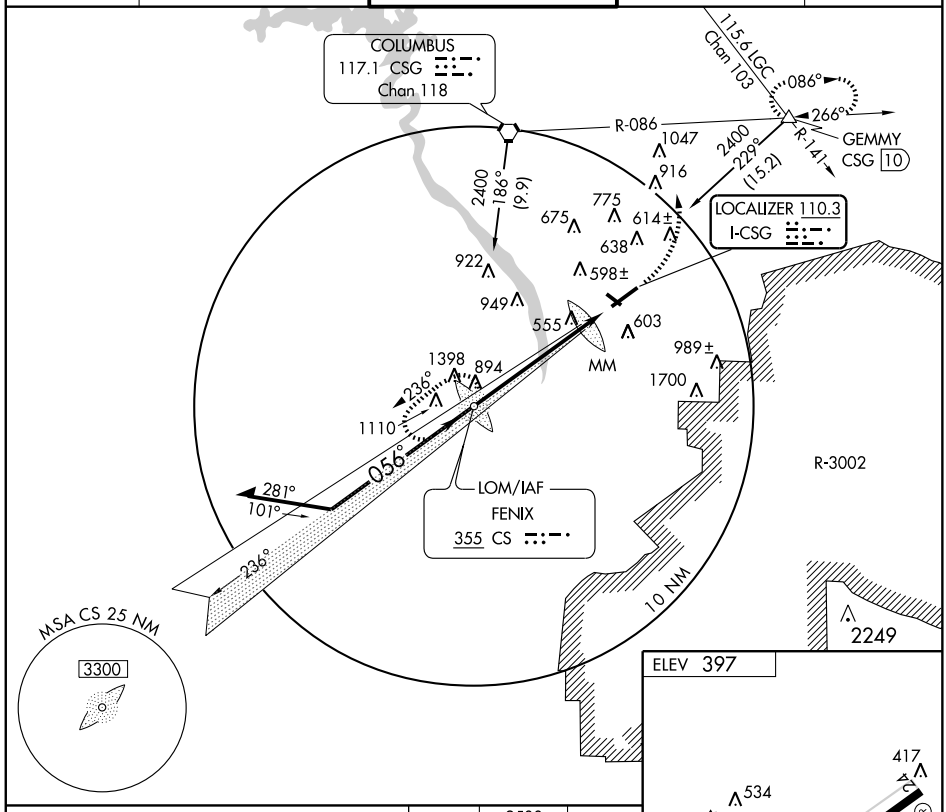
ILS or LOC RWY 6
COLUMBUS METROPOLITAN (CSG)

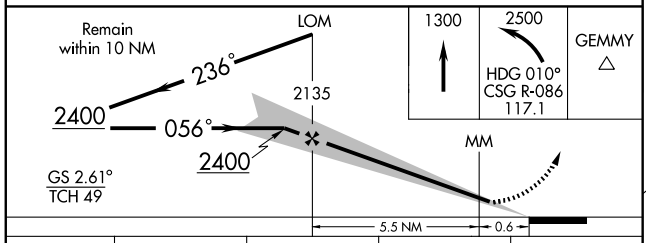
ADF or RADAR REQUIRED
Glide slope unuseable for coupled approaches below 780 MSL.

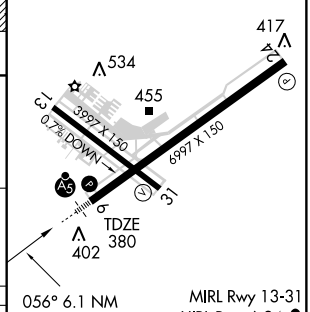
MALSR

MISSED APPROACH: Climb to 1300 then climbing left turn to 2500 via heading 010° and CSG R-086 to GEMMY Int/CSG 10 DME and hold.

ATIS	ATLANTA APP CON ★	COLUMBUS TOWER ★	GND CON	UNICOM
127.75	125.5 323.1	120.1 (CTAF) L 257.8	121.9 348.6	122.95







MIRL Rwy 13-31
HIRL Rwy 6-24 L
REIL Rwy 24 L
REIL Rwys 13 and 31

CATEGORY	A	B	C	D
S-ILS 6	580/24 200 (200-½)			
S-LOC 6	980/24 600 (600-½)		980/50 600 (600-1)	980/60 600 (600-1¼)
CIRCLING	980-1 583 (600-1)		980-1½ 583 (600-1½)	980-2 583 (600-2)

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS CH 40001 W06A	APP CRS 056°	Rwy Idg 6997 TDZE 380 Apt Elev 397

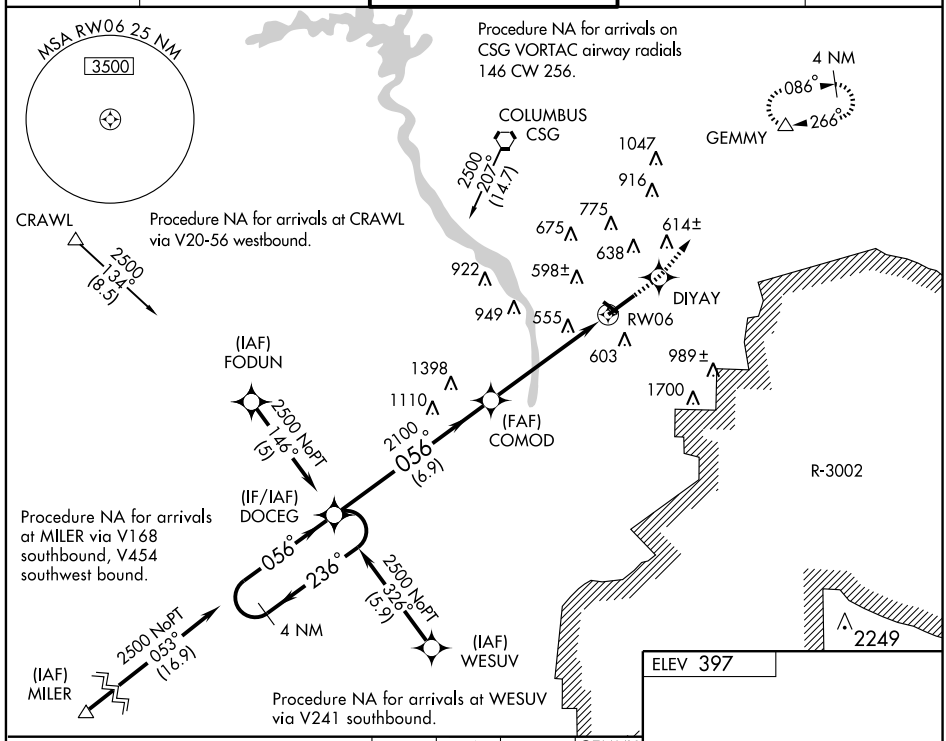
RNAV (GPS) RWY 6
COLUMBUS METROPOLITAN (CSG)

DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). Circling to Rwy 13 NA at night. When VGSI inop, Circling Rwy 24, 31 NA at night.

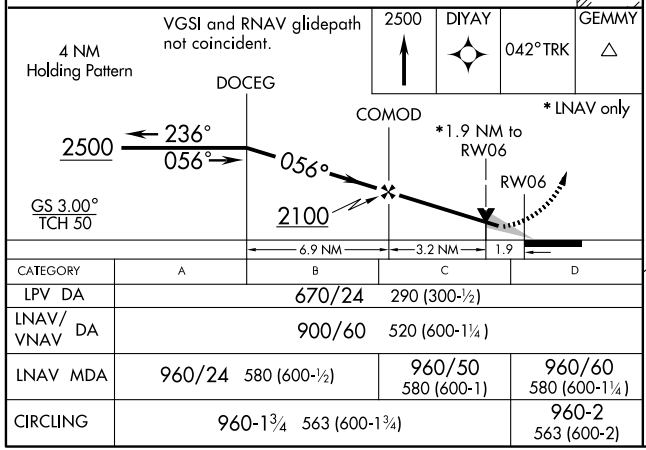
MALSR

MISSED APPROACH: Climb to 2500 direct DIYAY and via 042° track to GEMMY WP and hold.

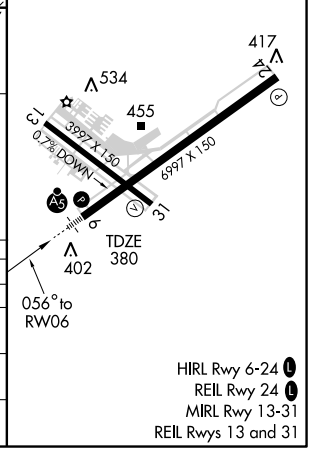
ATIS	ATLANTA APP CON ★	COLUMBUS TOWER ★	GND CON	UNICOM
127.75	125.5 323.1	120.1 (CTAF) L 257.8	121.9 348.6	122.95



SE-4, 22 OCT 2009 to 19 NOV 2009



CATEGORY	A	B	C	D
LPV DA		670/24 290 (300-½)		
LNAV/VNAV DA		900/60 520 (600-1¼)		
LNAV MDA	960/24 580 (600-½)		960/50 580 (600-1)	960/60 580 (600-1¼)
CIRCLING		960-1¾ 563 (600-1¾)		960-2 563 (600-2)



HIRL Rwy 6-24 L
REIL Rwy 24 L
MIRL Rwy 13-31
REIL Rwys 13 and 31

COLUMBUS, GEORGIA AL-636 (FAA)

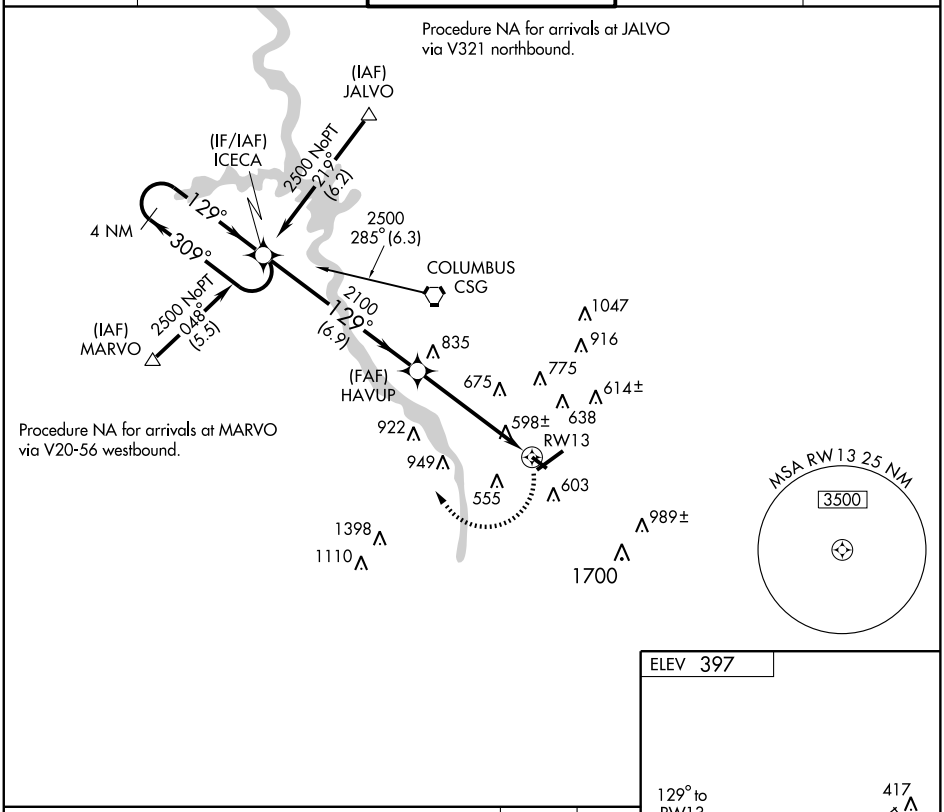
APP CRS	Rwy Idg	3997
129°	TDZE	397
	Apt Elev	397

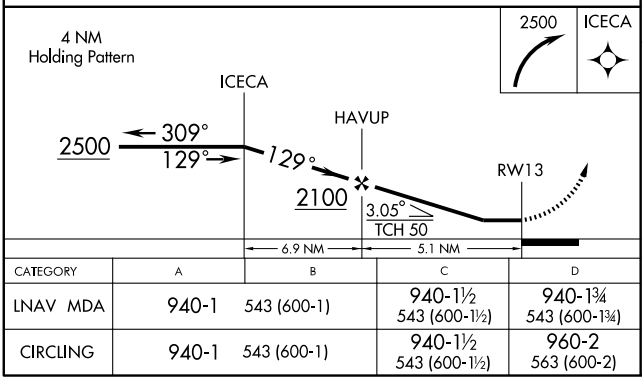
RNAV (GPS) RWY 13
COLUMBUS METROPOLITAN (CSG)

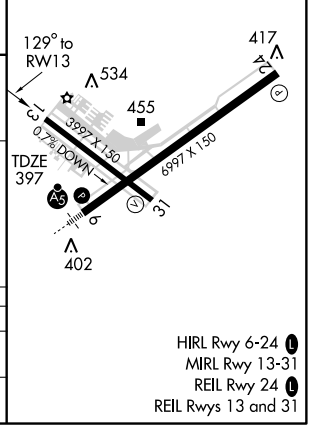
DME/DME RNP-0.3 NA. Procedure NA at night.
When VGSI inop, Circling Rwy 24, 31 NA at night.

MISSED APPROACH: Climbing right turn to 2500 direct ICECA and hold.

ATIS	ATLANTA APP CON ★	COLUMBUS TOWER ★	GND CON	UNICOM
127.75	125.5 323.1	120.1 (CTAF) L 257.8	121.9 348.6	122.95







CATEGORY	A	B	C	D
LNAV MDA	940-1	543 (600-1)	940-1½ 543 (600-1½)	940-1¾ 543 (600-1¾)
CIRCLING	940-1	543 (600-1)	940-1½ 543 (600-1½)	960-2 563 (600-2)

HIRL Rwy 6-24 L
MIRL Rwy 13-31
REIL Rwy 24 L
REIL Rwys 13 and 31

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS CH 45501 W24A	APP CRS 236°	Rwy Idg 6997 TDZE 391 Apt Elev 397

RNAV (GPS) RWY 24
COLUMBUS METROPOLITAN (CSG)

Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. When VGSI inop, procedure NA at night. When VGSI inop, Circling Rwy 31 NA at night. Circling to Rwy 13 NA at night.

MISSED APPROACH: Climb to 2500 direct DOCEG and hold.

ATIS	ATLANTA APP CON ★	COLUMBUS TOWER ★	GND CON	UNICOM
127.75	125.5 323.1	120.1 (CTAF) L 257.8	121.9 348.6	122.95

Procedure NA for arrivals at LANGA via V66-243 northwest bound, V241 northbound.

Procedure NA for arrivals on CSG VORTAC airway radials 009 CW 146.

Procedure NA for arrivals at CANER via V166-243 southeast bound, V20-155-454 northeast bound.

Procedure NA for arrivals at TALBO via V56 eastbound.

LANGA

3000 151° (11.3)

(IAF) CANER

3000 NoPT 227° (9.8)

(IAF) DODTA

3000 NoPT 146° (5)

4 NM

056°

236°

3000 NoPT 281° (4)

(IAF) TALBO

COLUMBUS CSG

3000 086° (14.4)

MSA RW24 25 NM

3500

2300 236° (6.3)

(IF/IAF) SHEER

(FAF) HODOE

1047 916 675 775 614± 638 922 598± 532± 949 555 603 989± 1398 1110 1700

RW24

R-3002

DOCEG

056° 236° 4 NM

ELEV 397

236° to RW24

417 534 455 TDZE 391

3997 X 150

0.7% DOWN

6997 X 150

13 31

A5

402

2500 DOCEG

4 NM Holding Pattern

SHEER

HODOE

056° 3000

236° 236°

2300

RW24

GS 3.00° TCH 50

5.7 NM 6.3 NM

CATEGORY	A	B	C	D
LPV DA	740-1¼ 349 (400-1¼)			
LNAV/VNAV DA	920-1¾ 529 (600-1¾)			
LNAV MDA	940-1 549 (600-1)		940-1½ 549 (600-1½)	940-1¾ 549 (600-1¾)
CIRCLING	940-1¾ 543 (600-1¾)			960-2 563 (600-2)

HIRL Rwy 6-24 L
REIL Rwy 24 L
MIRL Rwy 13-31
REIL Rwys 13 and 31

SE-4, 22 OCT 2009 to 19 NOV 2009

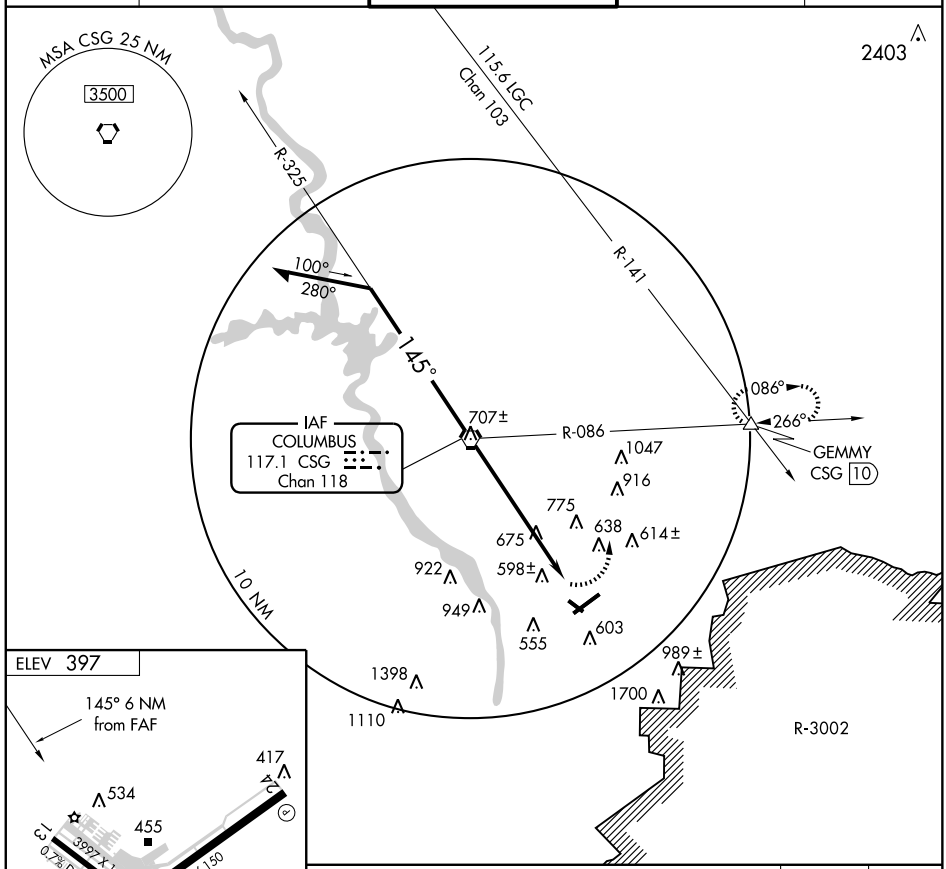
VORTAC CSG 117.1 Chan 118	APP CRS 145°	Rwy Idg N/A TDZE N/A Apt Elev 397

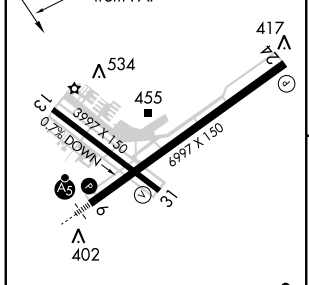
VOR-A

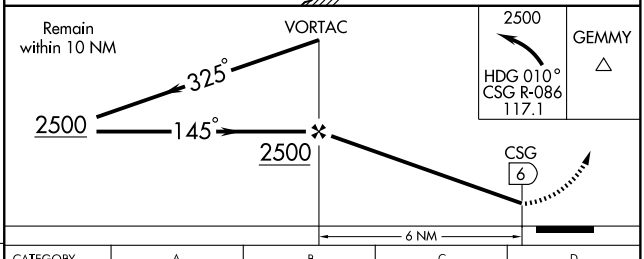
COLUMBUS METROPOLITAN (CSG)

MISSED APPROACH: Climbing left turn to 2500 via heading 010° and CSG VORTAC R-086 to GEMMY Int and hold.

ATIS	ATLANTA APP CON ★	COLUMBUS TOWER ★	GND CON	UNICOM
127.75	125.5 323.1	120.1 (CTAF) L 257.8	121.9 348.6	122.95







FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

CATEGORY	A	B	C	D
CIRCLING	980-1	583 (600-1)	980-1½ 583 (600-1½)	980-2 583 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

LOC I-CKF	APP CRS	Rwy Idg	5001
108.9	099°	TDZE	305
		Apt Elev	310

LOC RWY 10

CORDELE/CRISP COUNTY-CORDELE (CKF)

NA

ODALS

MISSED APPROACH: Climbing left turn to 2000 direct VNA VORTAC and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.325	125.75 226.8	121.725	123.050 (CTAF) L

ADF REQUIRED

VIENNA 116.5 VNA Chan 112

046° 226° R-046

2000 234° (22.7)

880

LILLY

2000 143° (10.7)

IAF CONEY 400 OHY

LOCALIZER 108.9 I-CKF

279° 099° 054° 234°

650± 503 808± 823

MSA OHY 25 NM 2300

2000 049° (30.1)

10 NM

PECAN 116.1 PZD Chan 108

Remain within 10 NM

NDB

279°

2000

099°

3.50° TCH 43

1900

4.2 NM

VGSI and descent angles not coincident.

2000 VNA 116.5

ELEV 310

TDZE 305

10

5006 X 100

5001 X 150

23

28

099° 4.2 NM from FAF

REIL Rwy 10 L

MIRL Rwy 10-28 L

CATEGORY	A	B	C	D
S-10	680-1 375 (400-1)			680-1¼ 375 (400-1¼)
CIRCLING	820-1 510 (600-1)		960-1¾ 650 (700-1¾)	960-2 650 (700-2)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SE-4, 22 OCT 2009 to 19 NOV 2009

NDB OHY	APP CRS	Rwy Idg	5001
400	100°	TDZE	308
		Apt Elev	310

NDB RWY 10

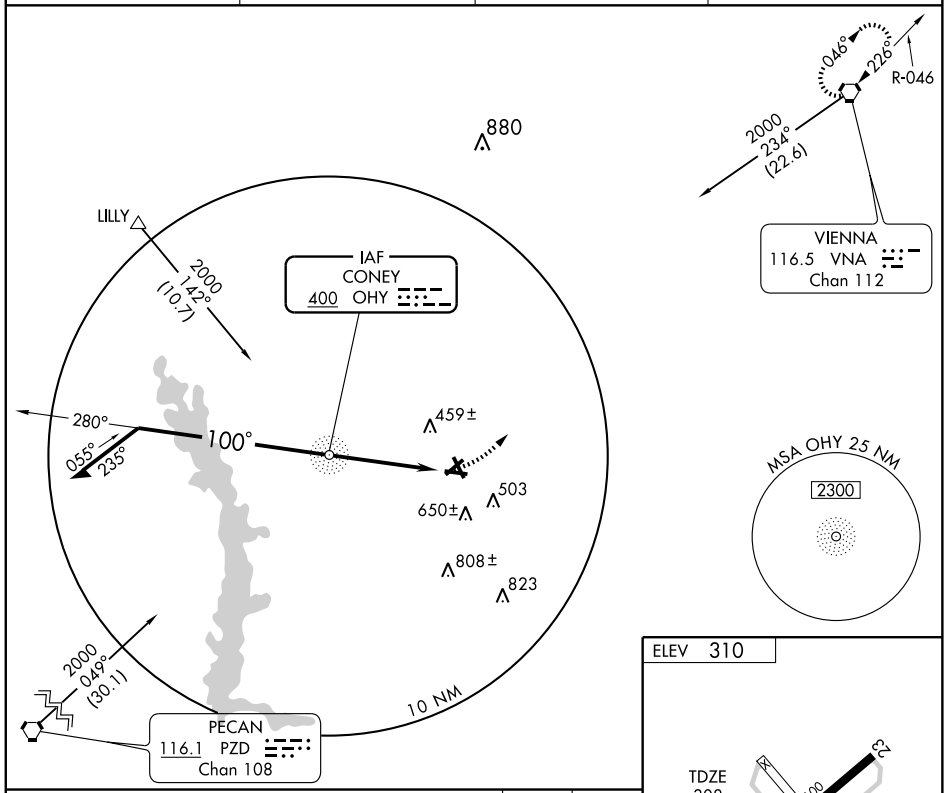
CORDELE/CRISP COUNTY-CORDELE (CKF)

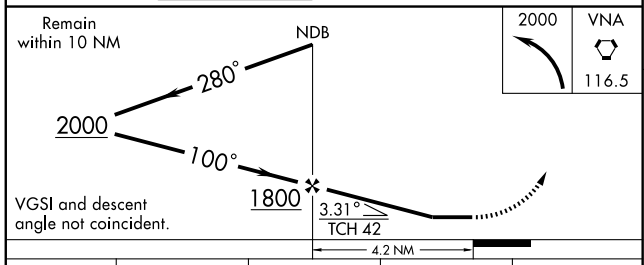
When local altimeter setting not received, use Albany altimeter setting and increase all MDAs 100 feet, and S-10 Cats C and D visibility ¼ mile, circling Cats C and D visibility ½ mile. Visibility reduction by helicopters NA. Inoperative table does not apply.

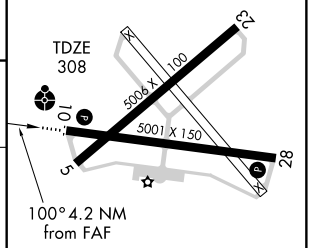
ODALS

MISSED APPROACH: Climbing left turn to 2000 direct VNA VORTAC and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.325	125.75 226.8	121.725	123.050 (CTAF) L







CATEGORY	A	B	C	D
S-10	760-1 452 (500-1)		760-1¼ 452 (500-1¼)	760-1½ 452 (500-1½)
CIRCLING	760-1 450 (500-1)	820-1 510 (600-1)	820-1½ 510 (600-1½)	960-2 650 (700-2)

REIL Rwy 10 L

MIRL Rwy 10-28 L

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS Ch 40106 W05A	APP CRS 052°	Rwy Idg 5006 / TDZE 310 / Apt Elev 310

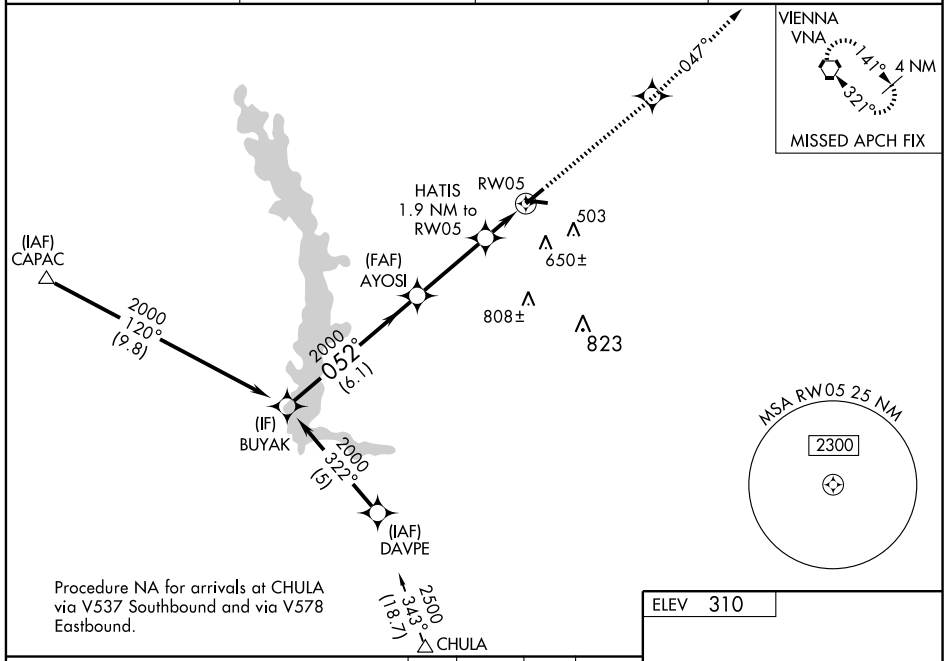
RNAV (GPS) RWY 5

CORDELE / CRISP COUNTY-CORDELE (CKF)

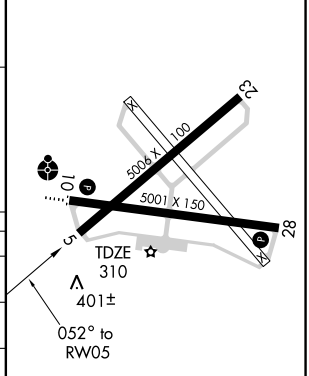
When local altimeter setting not received, use Albany altimeter setting and increase all DAs 96 feet, all MDAs 100 feet, and LPV all Cats visibility ½ mile, LNAV/VNAV all Cats and LNAV Cats C and D visibilities ¼ mile, Circling visibility Cat. C ¼ mile, Cat. D ½ mile. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA. Baro-VNAV NA when using Albany altimeter setting. Straight-in minimums NA at night.

MISSED APPROACH: Climb to 2000 direct EBESE and via 047° track to VNA VORTAC and hold.

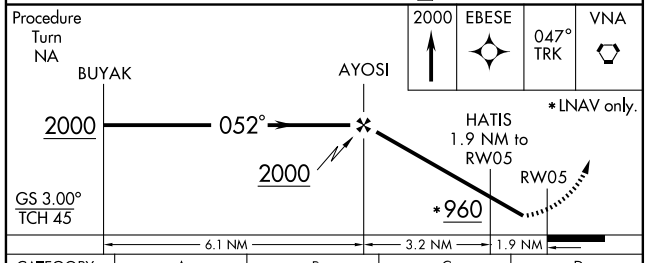
AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.325	125.75 226.8	121.725	123.050 (CTAF) L



ELEV 310



REIL Rwy 10 L
MIRL Rwy 10-28 L



CATEGORY	A	B	C	D
LPV DA	623-1 313 (400-1)			
LNAV/VNAV DA	661-1¼ 351 (400-1¼)			
LNAV MDA	660-1 350 (400-1)			660-1¼ 350 (400-1¼)
CIRCLING	760-1 450 (500-1)	820-1 510 (600-1)	820-1½ 510 (600-1½)	960-2 650 (700-1)

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS Ch 57905 W10A	APP CRS 099°	Rwy Idg 5001 TDZE 308 Apt Elev 310

RNAV (GPS) RWY 10

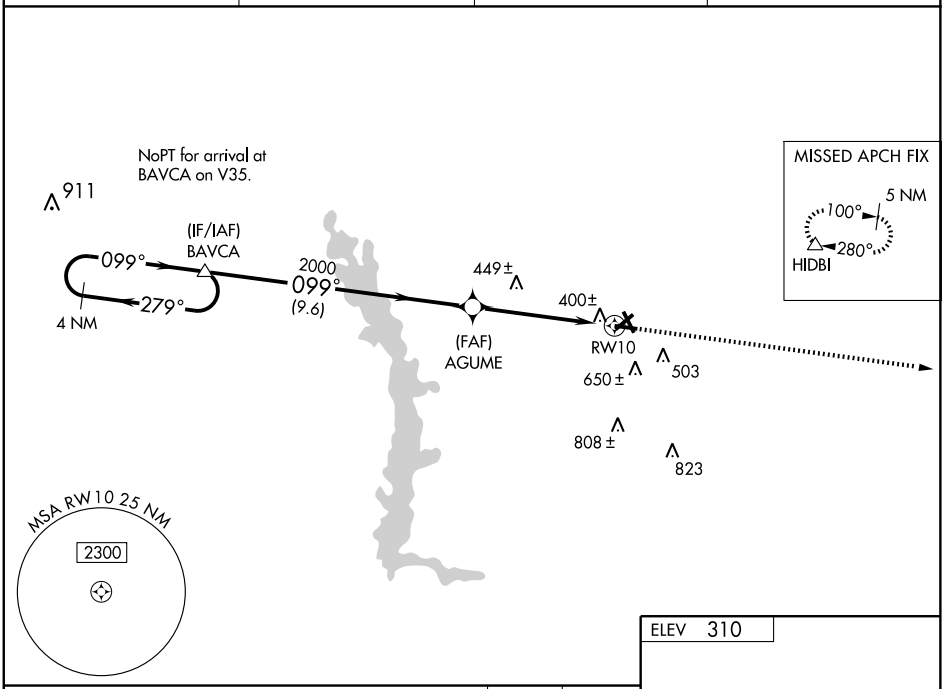
CORDELE / CRISP COUNTY-CORDELE (CKF)

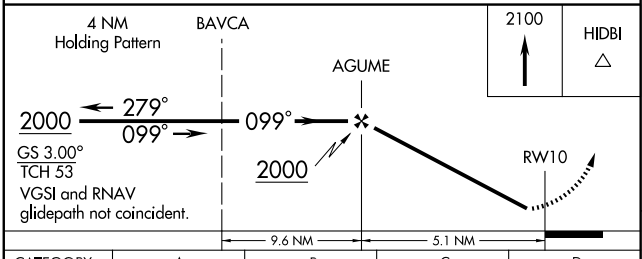
Inoperative table does not apply. Baro-VNAV NA when using Albany altimeter setting. If local altimeter setting not received, use Albany altimeter setting and increase all DAs/MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

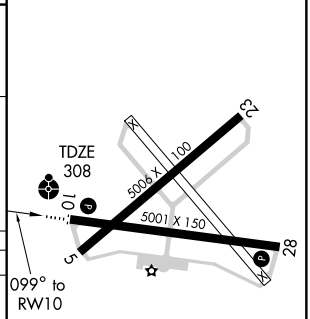
ODALS

MISSED APPROACH: Climb to 2100 direct HIDBI and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.325	125.75 226.8	121.725	123.050 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	635-1¼ 327 (400-1¼)			
LNAV/VNAV DA	688-1¼ 380 (400-1¼)			
LNAV MDA	700-1 392 (400-1)			700-1¼ 392 (400-1¼)
CIRCLING	760-1 450 (500-1)	820-1 510 (600-1)	820-1½ 510 (600-1½)	960-2 650 (700-1)

REIL Rwy 10 L
MIRL Rwy 10-28 L

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS Ch 90206 W23A	APP CRS 232°	Rwy Idg 5006 TDZE 308 Apt Elev 310

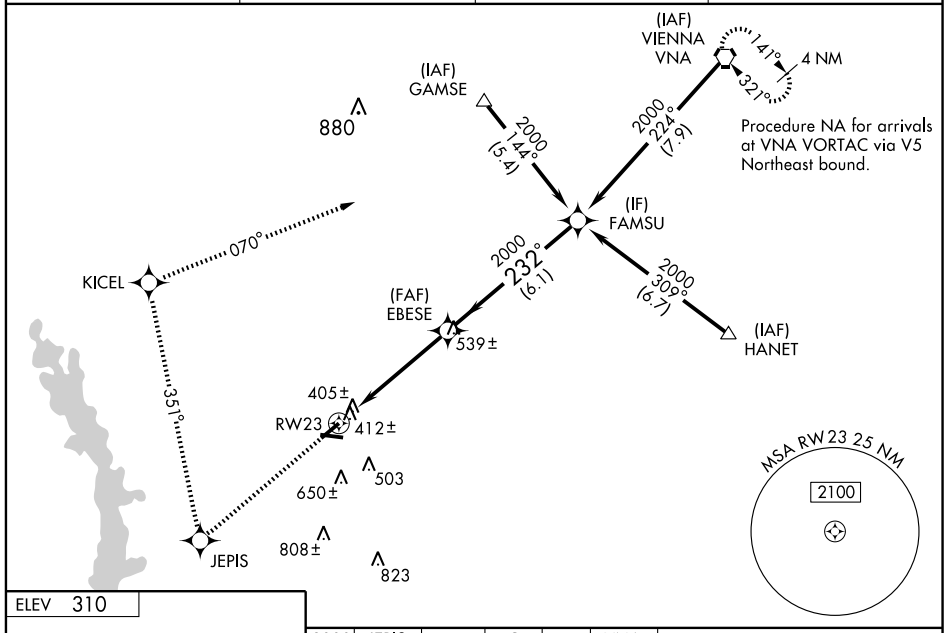
RNAV (GPS) RWY 23

CORDELE / CRISP COUNTY-CORDELE (CKF)

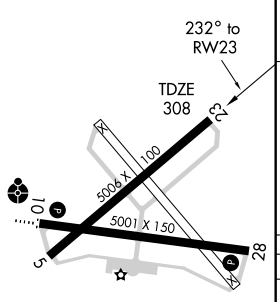
Straight-in minimums NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all DAs 96 feet and all MDAs 100 feet, and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat. C visibilities ¼ mile, Circling Cat. D visibility ½ mile. Baro-VNAV and VDP NA when using Albany altimeter setting.

MISSED APPROACH: Climb to 2000 direct JEPIS and right turn via 351° track to to KICEL and via 070° track to VNA VORTAC and hold.

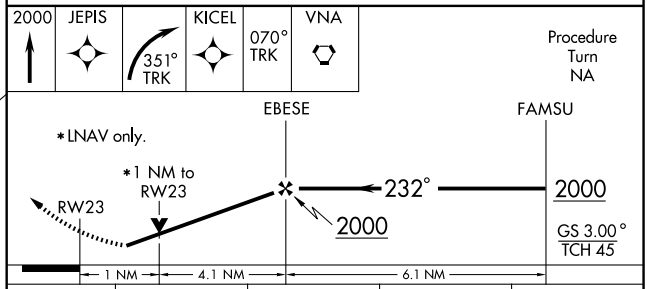
AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.325	125.75 226.8	121.725	123.050 (CTAF) L



ELEV 310



REIL Rwy 10 L
MIRL Rwy 10-28 L



CATEGORY	A	B	C	D
LPV DA	646-1¼ 338 (400-1¼)			
LNAV/VNAV DA	690-1¼ 382 (400-1¼)			
LNAV MDA	680-1 372 (400-1)			680-1¼ 372 (400-1¼)
CIRCLING	760-1 450 (500-1)	820-1 510 (600-1)	820-1½ 510 (600-1½)	960-2 650 (700-1)

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	5001
Ch 99305	280°	TDZE	309
W28A		Apt Elev	310

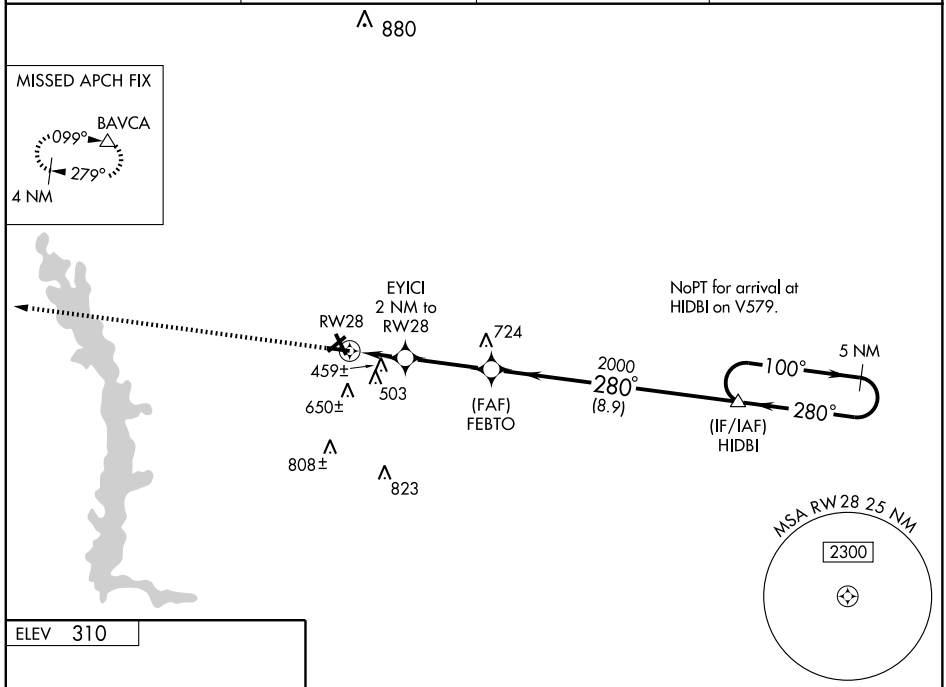
RNAV (GPS) RWY 28

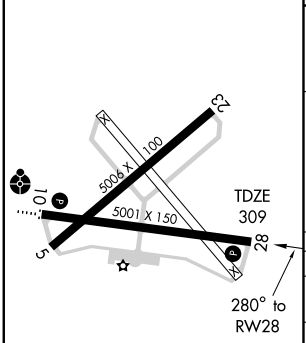
CORDELE / CRISP COUNTY-CORDELE (CKF)

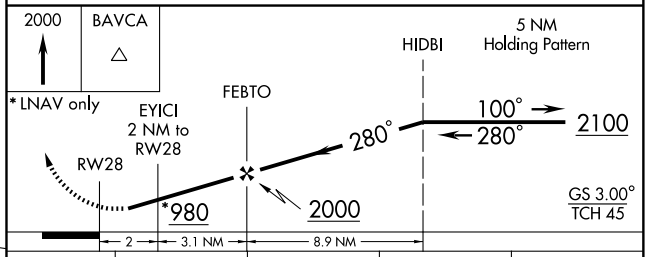
If local altimeter setting not received, use Albany altimeter setting and increase all DAs/MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Baro-VNAV NA when using Albany altimeter setting.

MISSED APPROACH: Climb to 2000 direct BAVCA and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.325	125.75 226.8	121.725	123.050 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	679-1¼ 370 (400-1¼)			
LNAV/ VNAV DA	851-2 542 (600-2)			
LNAV MDA	720-1 411 (500-1)		720-1¼ 411 (500-1¼)	
CIRCLING	760-1 450 (500-1)	820-1 510 (600-1)	820-1½ 510 (600-1½)	960-2 650 (700-1)

REIL Rwy 10 L
MIRL Rwy 10-28 L

SE-4, 22 OCT 2009 to 19 NOV 2009

VORTAC VNA	APP CRS	Rwy Idg	5006
116.5	226°	TDZE	308
Chan 112		Apt Elev	310

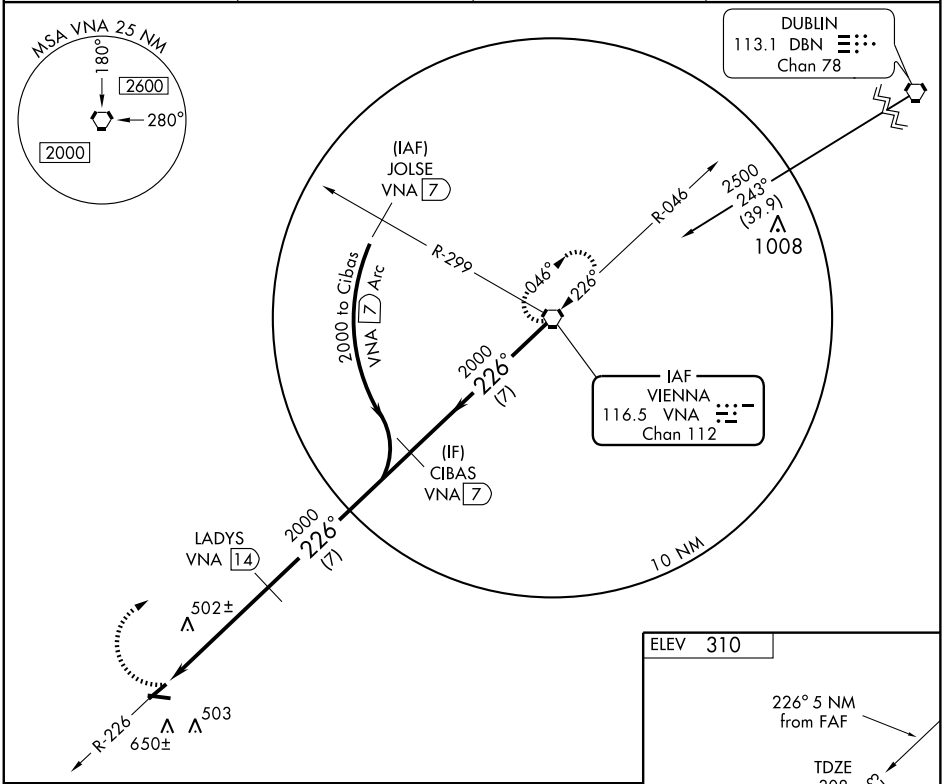
VOR/DME RWY 23

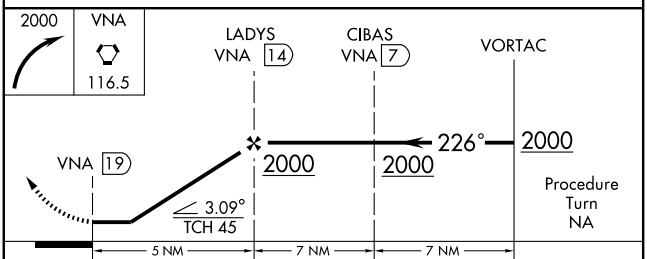
CORDELE/ CRISP COUNTY-CORDELE (CKF)

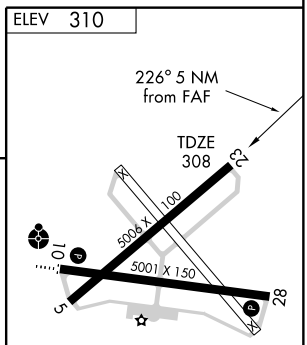
Straight-in minimums NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all MDAs 100 feet, and S-23 Cats. C and D visibility ¼ mile Circling visibility Cat. C ¼ mile and Cat. D ½ mile.

MISSED APPROACH: Climbing right turn to 2000 direct VNA VORTAC and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.325	125.75 226.8	121.725	123.050 (CTAF) L







CATEGORY	A	B	C	D
S-23	820-1	512 (600-1)	820-1½ 512 (600-1½)	820-1¾ 512 (600-1¾)
CIRCLING	820-1	510 (600-1)	820-1½ 510 (600-1½)	960-2 650 (700-2)

REIL Rwy 10 L
MIRL Rwy 10-28 L

SE-4, 22 OCT 2009 to 19 NOV 2009

NDB AJR 347	APP CRS 066°	Rwy Idg 4111 TDZE 1447 Apt Elev 1448

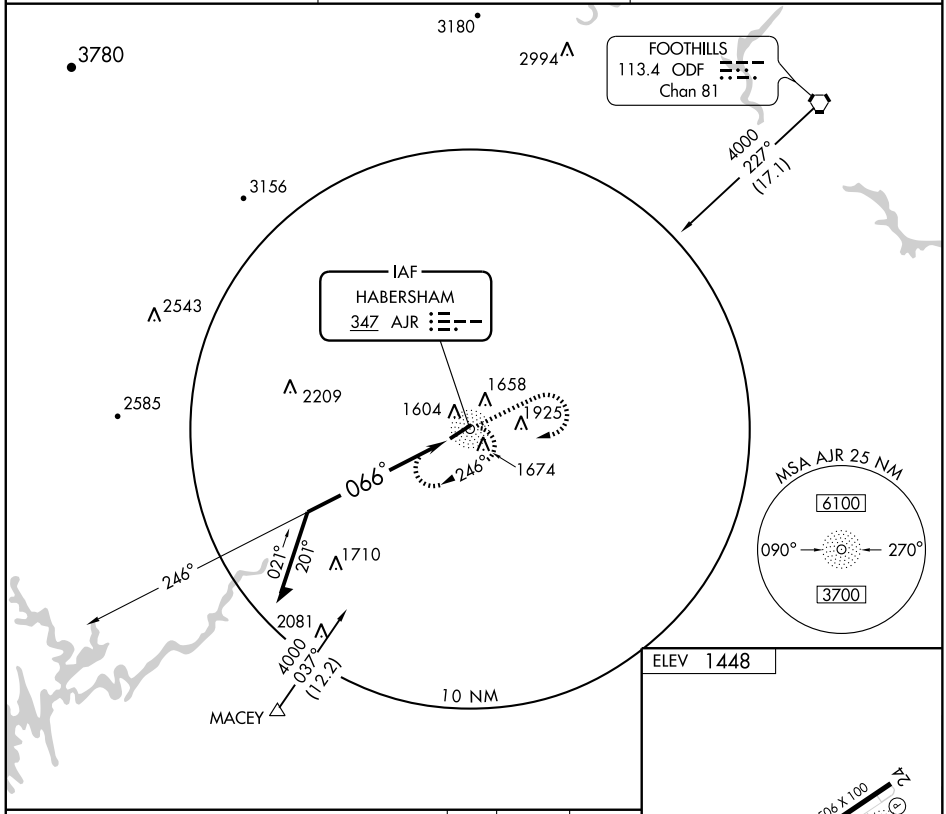
NDB RWY 6

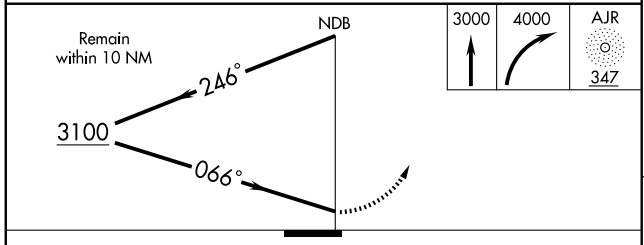
CORNELIA/HABERSHAM COUNTY (AJR)

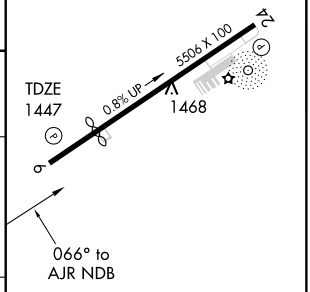
NA — If local altimeter setting not received, use Gainesville, GA altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 direct AJR NDB and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.175	134.8 307.9	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-6	2060-1	613 (700-1)	2060-1¾ 613 (700-1¾)	NA
CIRCLING	2060-1	612 (700-1)	2100-1¾ 652 (700-1¾)	NA

MIRL Rwy 6-24 L

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4111
059°	TDZE	1446
	Apt Elev	1448

RNAV (GPS) RWY 6

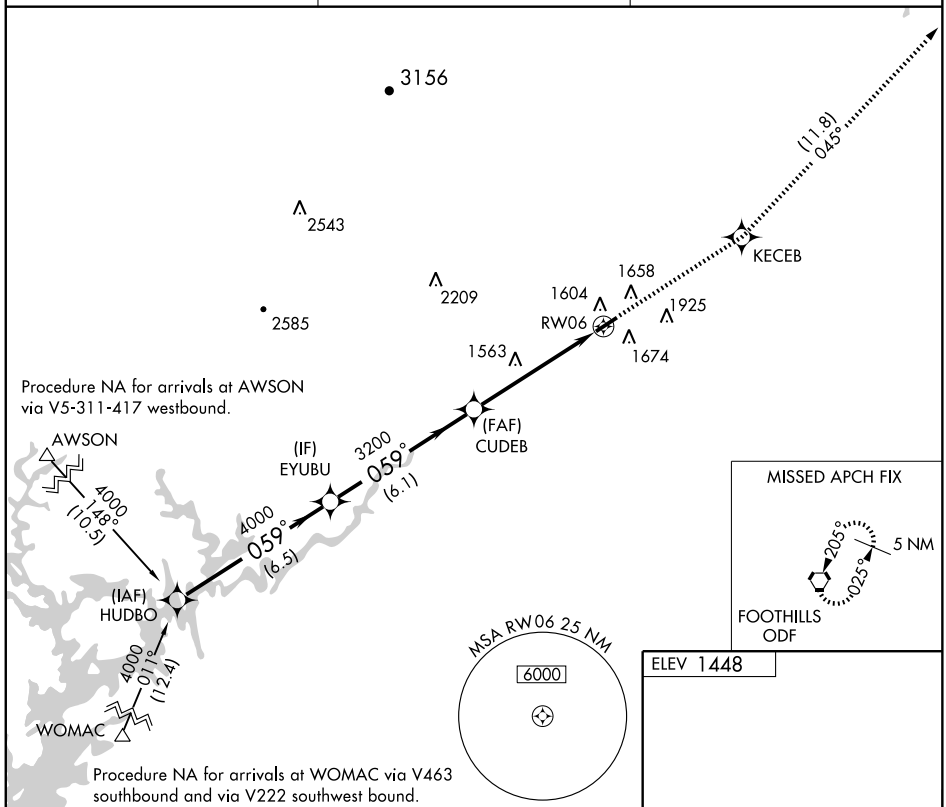
CORNELIA/ HABERSHAM COUNTY (AJR)

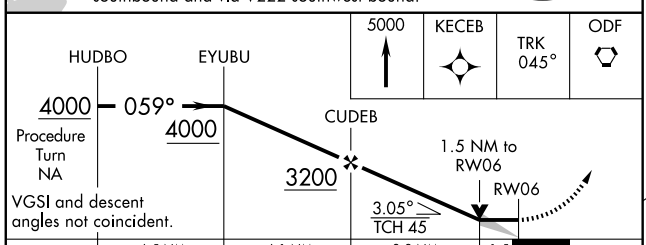
NA

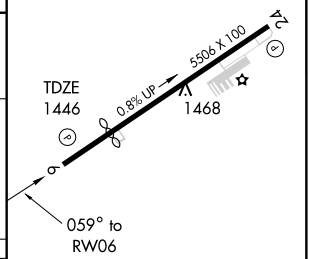
If local altimeter setting not received, use Lee Gilmer Memorial altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA. VDP NA when using Lee Gilmer Memorial altimeter setting. Procedure NA at night.

MISSED APPROACH: Climb to 5000 direct KECEB and via 045° track to ODF VORTAC and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.175	134.8 307.9	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1960-1	514 (600-1)	1960-1½ 514 (600-1½)	1960-1¾ 514 (600-1¾)
CIRCLING	2100-1	652 (700-1)	2100-1¾ 652 (700-1¾)	2280-2¾ 832 (900-2¾)

MIRL Rwy 6-24 L

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5506
239°	TDZE	1448
	Apt Elev	1448

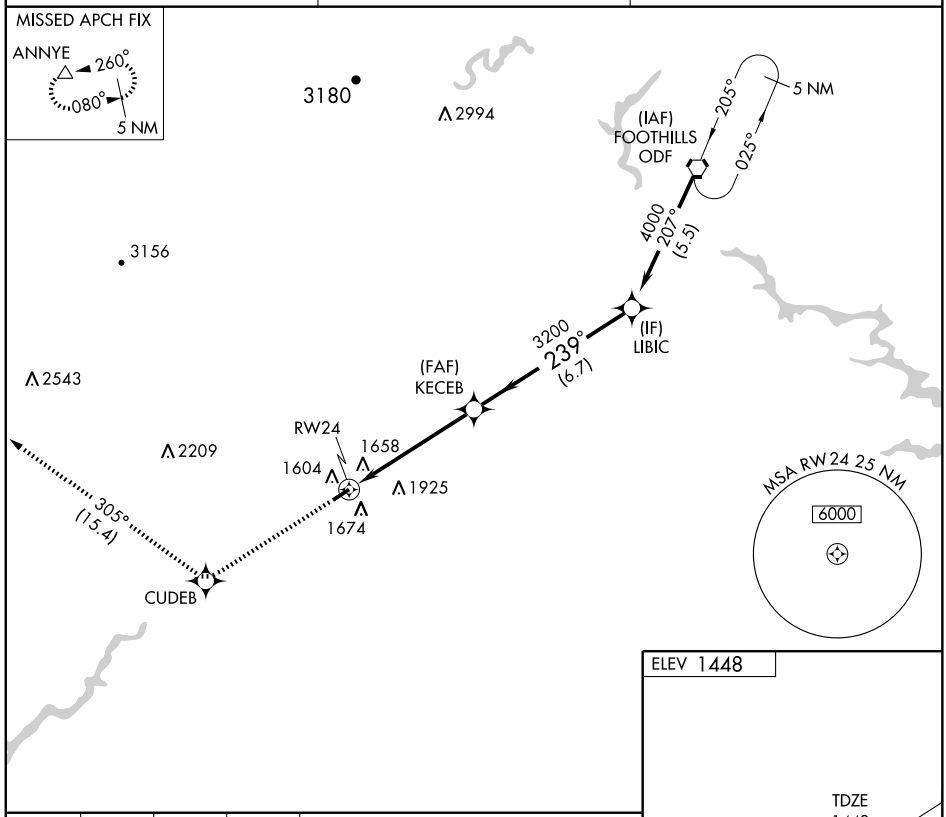
RNAV (GPS) RWY 24

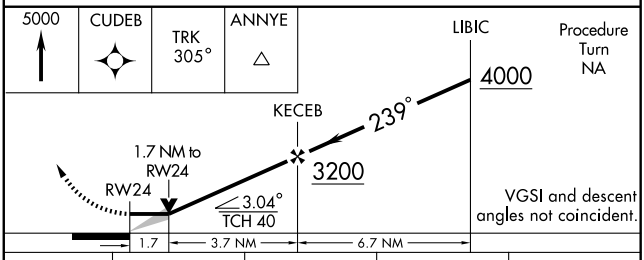
CORNELIA/ HABERSHAM COUNTY (AJR)

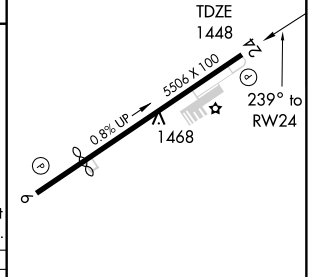
NA — If local altimeter setting not received, use Lee Gilmer Memorial altimeter setting and increase all MDAs 80 feet. VDP NA when using Lee Gilmer Memorial altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night.

MISSED APPROACH: Climb to 5000 direct CUDEB and via 305° track to ANNYE and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.175	134.8 307.9	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2100-1	652 (700-1)	2100-1¾ 652 (700-1¾)	2100-2 652 (700-2)
CIRCLING	2100-1	652 (700-1)	2100-1¾ 652 (700-1¾)	2280-2¾ 832 (900-2¾)

MIRL Rwy 6-24 L

SE-4, 22 OCT 2009 to 19 NOV 2009

VORTAC ODF	APP CRS	Rwy Idg	4111
113.4	048°	TDZE	1446
Chan 81		Apt Elev	1448

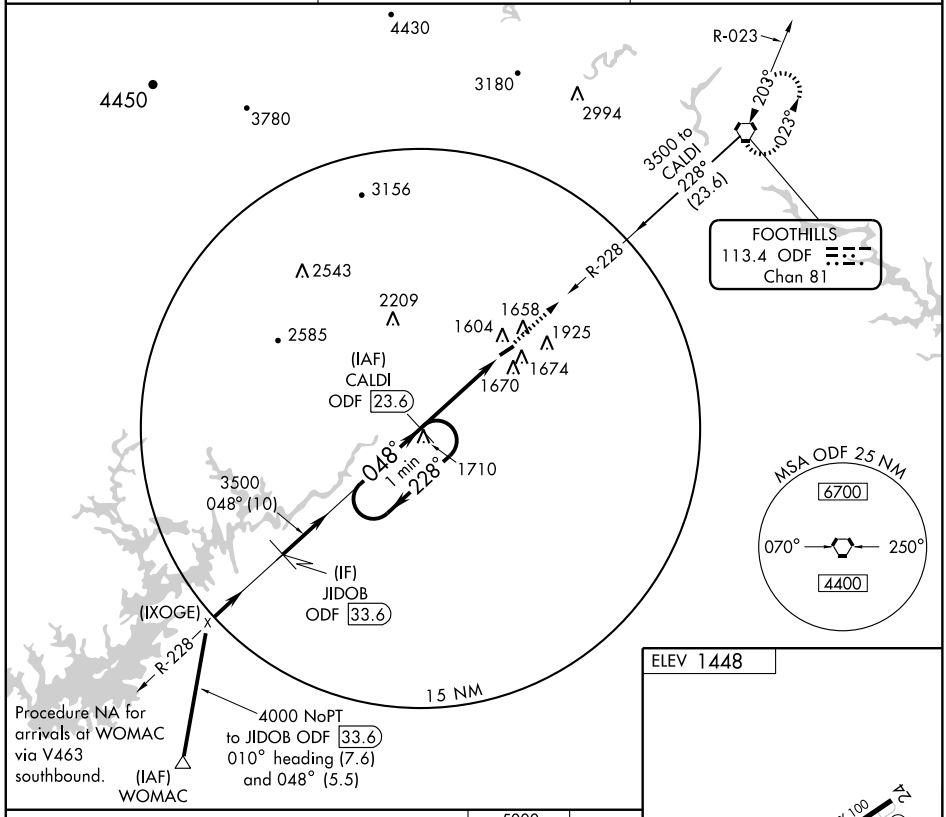
VOR/DME RWY 6

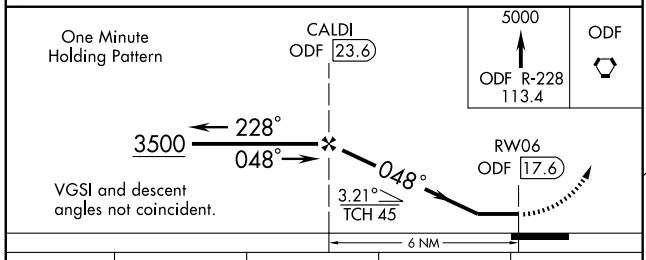
CORNELIA/ HABERSHAM COUNTY (AJR)

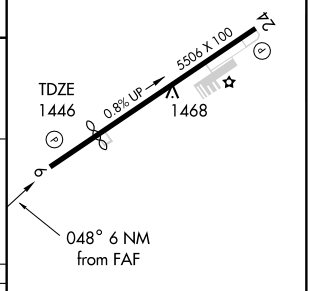
V NA — If local altimeter setting not received, use Lee Gilmer Memorial altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 5000 via ODF R-228 to ODF VORTAC and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.175	134.8 307.9	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-6	1980-1	534 (600-1)	1980-1½ 534 (600-1½)	1980-1¾ 534 (600-1¾)
CIRCLING	2100-1	652 (700-1)	2100-1¾ 652 (700-1¾)	2280-2¾ 832 (900-2¾)

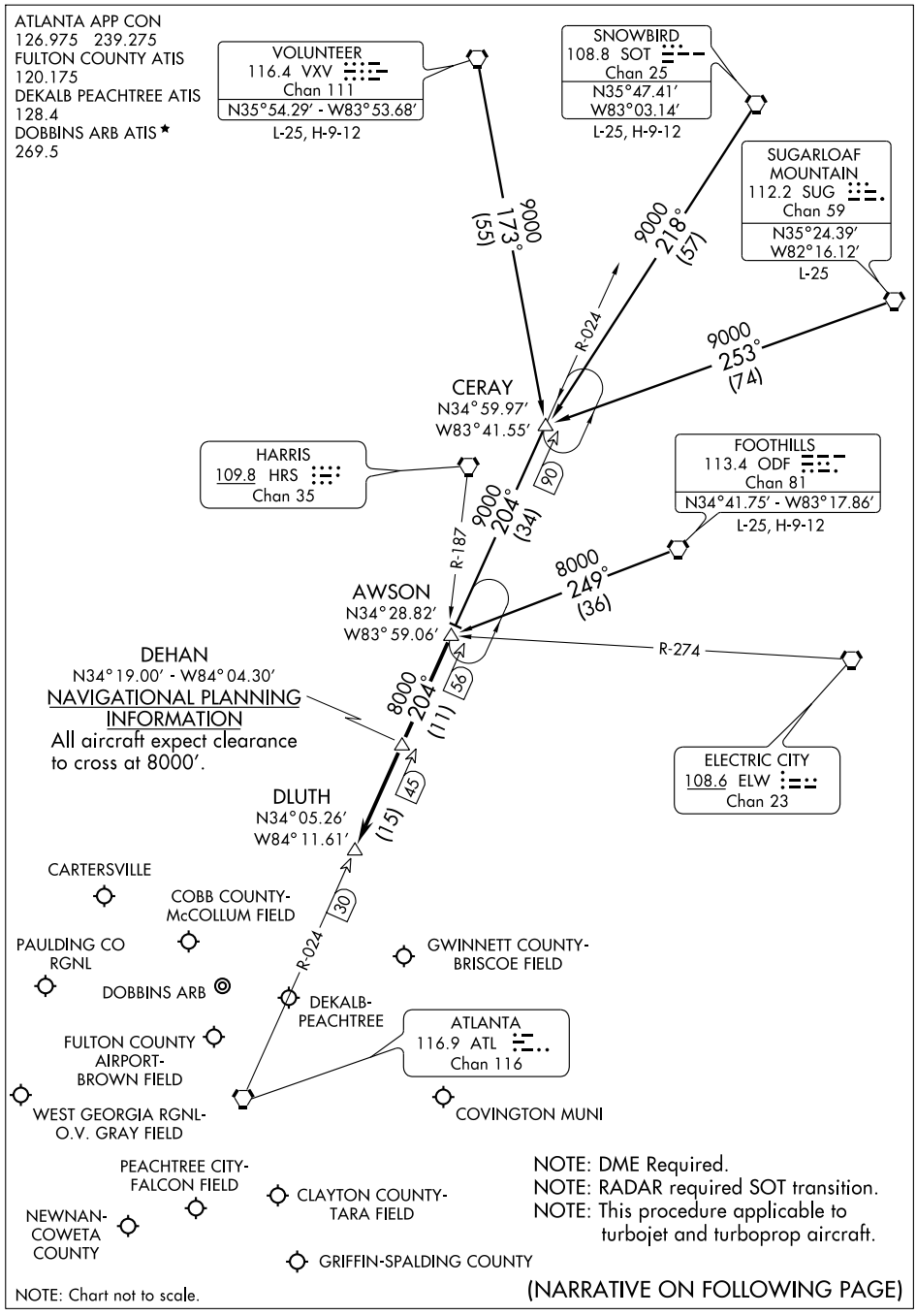
MIRL Rwy 6-24 L

SE-4, 22 OCT 2009 to 19 NOV 2009

AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4, 22 OCT 2009 to 19 NOV 2009

AWSON ONE ARRIVAL (AWSON.AWSON1) ST-469 (FAA) ATLANTA, GEORGIA

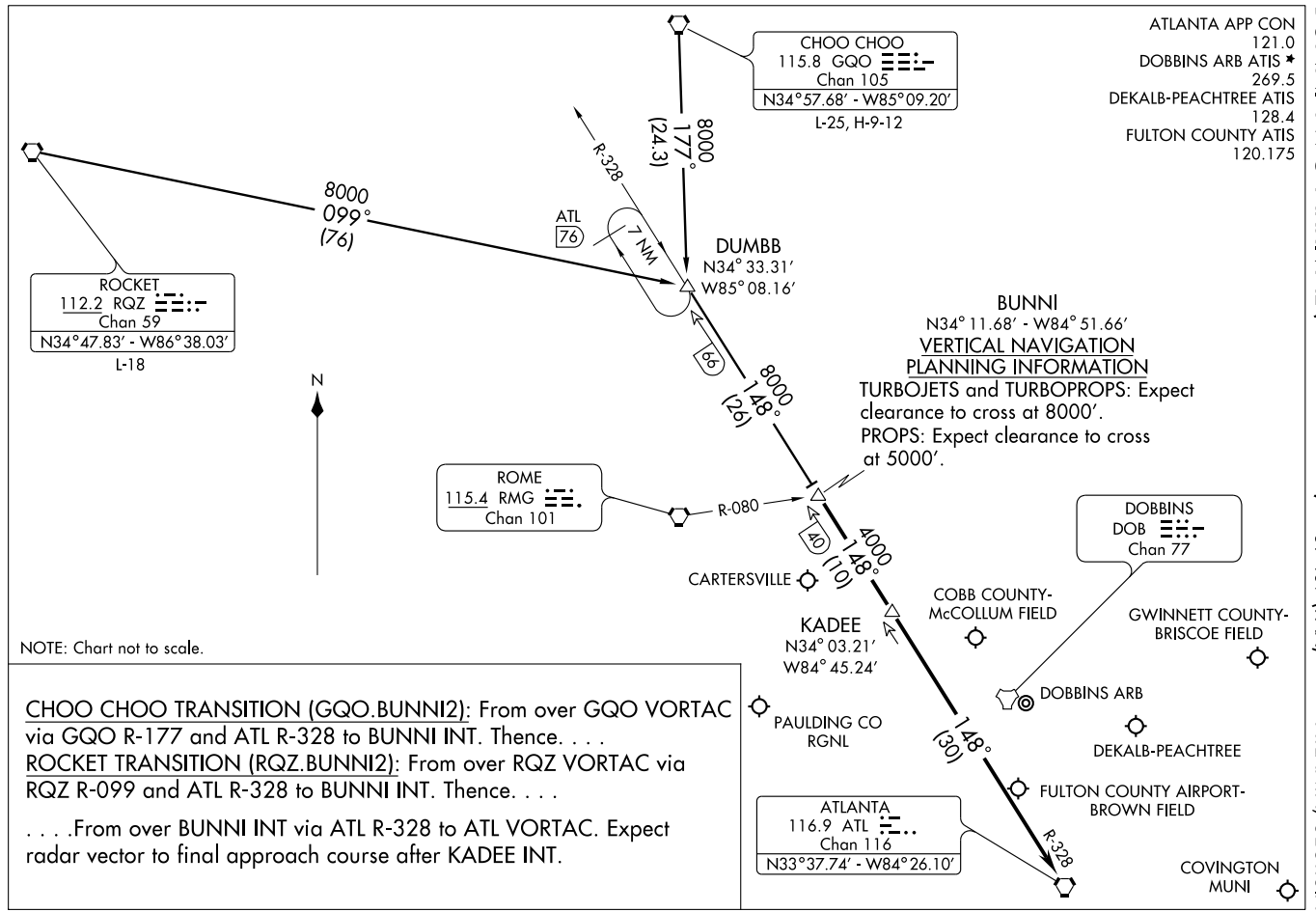
ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 22 OCT 2009 to 19 NOV 2009

BUNNI TWO ARRIVAL (BUNNI.BUNNI2)



NOTE: Chart not to scale.

CHOO CHOO TRANSITION (GQO.BUNNI2): From over GQO VORTAC via GQO R-177 and ATL R-328 to BUNNI INT. Thence. . . .

ROCKET TRANSITION (RQZ.BUNNI2): From over RQZ VORTAC via RQZ R-099 and ATL R-328 to BUNNI INT. Thence. . . .

. . . .From over BUNNI INT via ATL R-328 to ATL VORTAC. Expect radar vector to final approach course after KADEE INT.

NDB VOF	APP CRS		
370	275°	Rwy Idg	5500
		TDZE	809
		Apt Elev	809

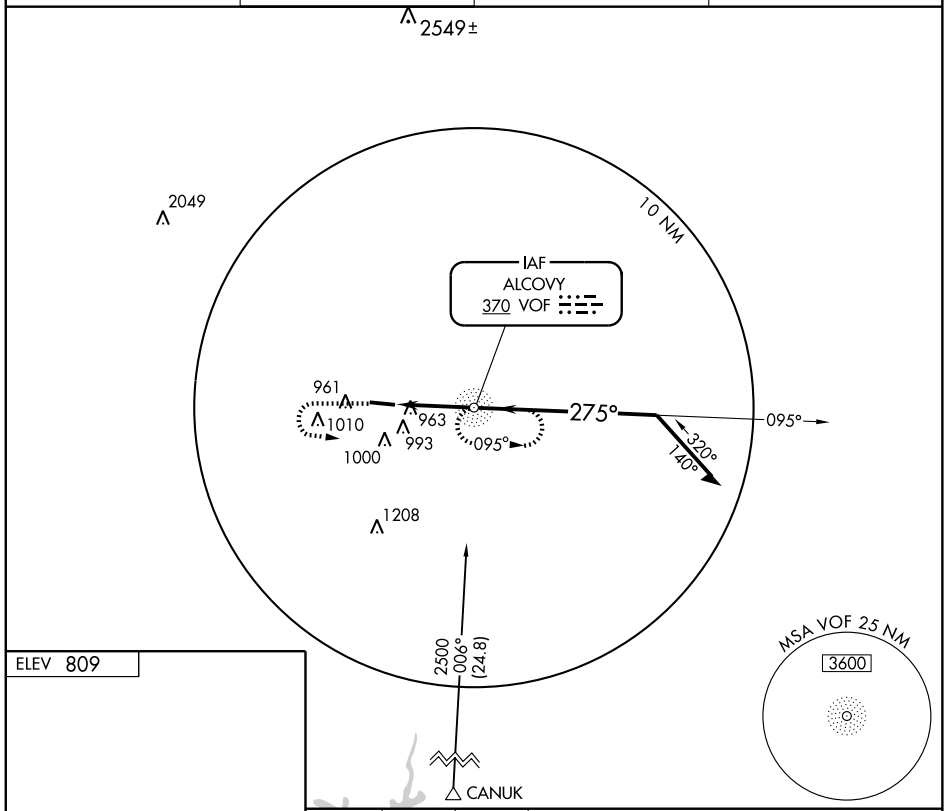
NDB RWY 28

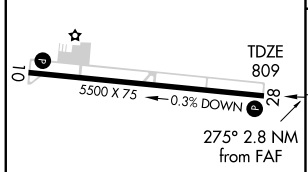
COVINGTON MUNI (9A1)

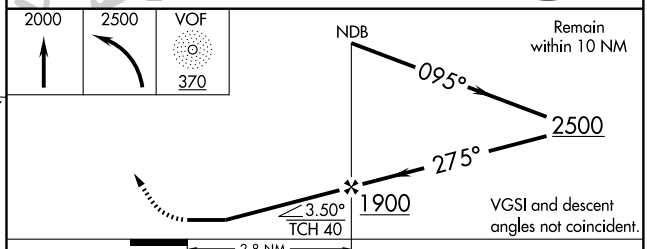
NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Lawrenceville altimeter setting and increase all MDA 100 ft and S-28 Cats. C and D and Circling Cat. C visibilities ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct VOF NDB and hold.

AWOS-3	ATLANTA APP CON	CLNC DEL	UNICOM
118.725	128.575 381.65	119.875	123.0 (CTAF) L







MIRL Rwy 10-28 L

FAF to MAP 2.8 NM

Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56

CATEGORY	A	B	C	D
S-28	1360-1	551 (600-1)	1360-1½ 551 (600-1½)	1360-1¾ 551 (600-1¾)
CIRCLING	1360-1	551 (600-1)	1360-1½ 551 (600-1½)	1360-2 551 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

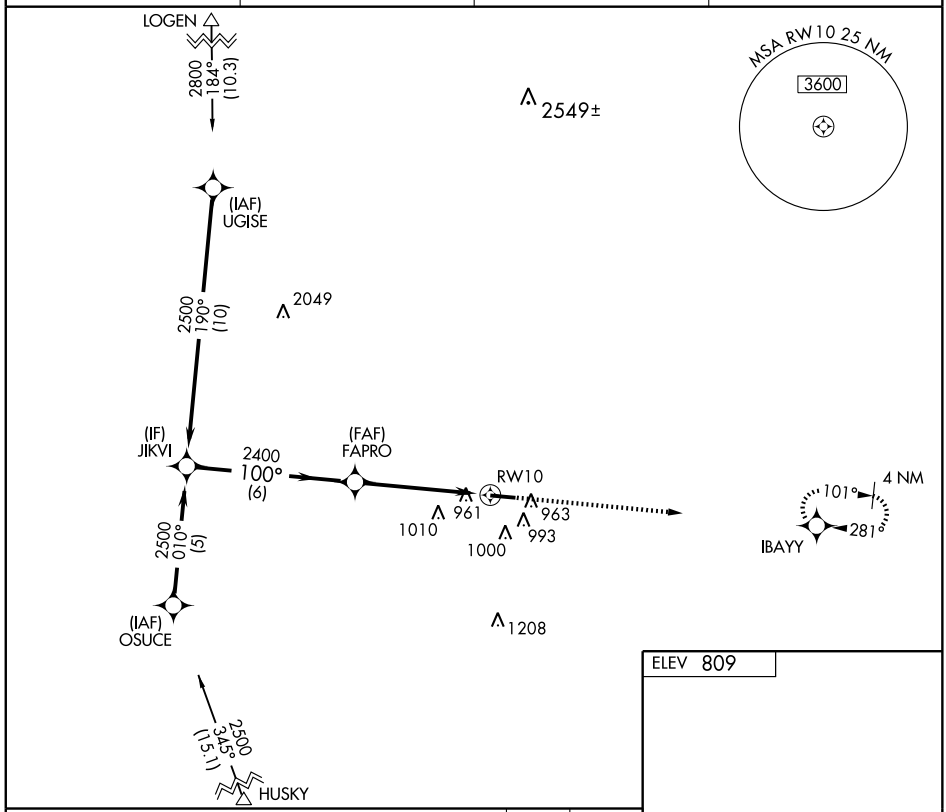
APP CRS	Rwy Idg	5500
100°	TDZE	795
	Apt Elev	809

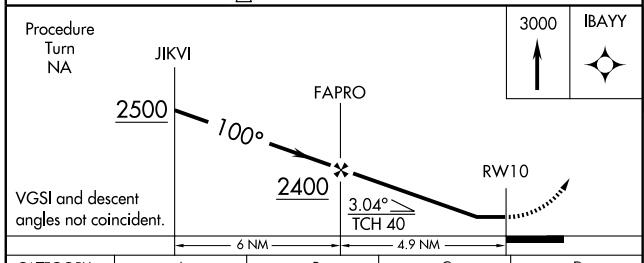
RNAV (GPS) RWY 10
COVINGTON MUNI (9A1)

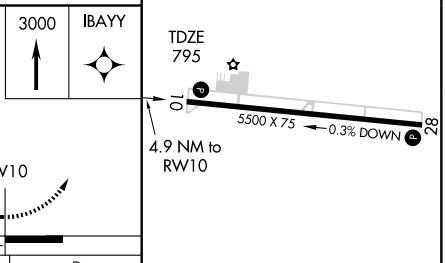
T A NA — When local altimeter setting not received, use Lawrenceville altimeter setting and increase all MDA 100 ft and LNAV Cat. C visibility ¼ mile, Cat. D visibility ½ mile, and Circling Cat. C visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct IBAYY and hold.

AWOS-3	ATLANTA APP CON	CLNC DEL	UNICOM
118.725	128.575 381.65	119.875	123.0 (CTAF) L







ELEV 809

CATEGORY	A	B	C	D
LNAV MDA	1220-1 425 (500-1)		1220-1¼ 425 (500-1¼)	
CIRCLING	1300-1 491 (500-1)	1360-1 551 (600-1)	1360-1½ 551 (600-1½)	1360-2 551 (600-2)

MIRL Rwy 10-28 L

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	5500
CH 72710	281°	TDZE	809
W28A		Apt Elev	809

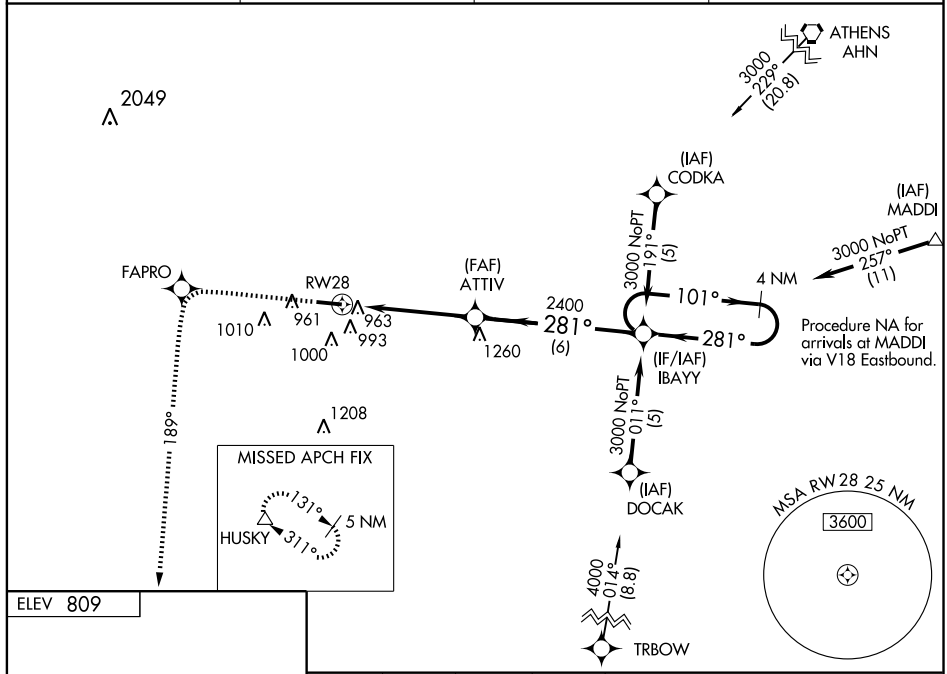
RNAV (GPS) RWY 28
COVINGTON MUNI (9A1)

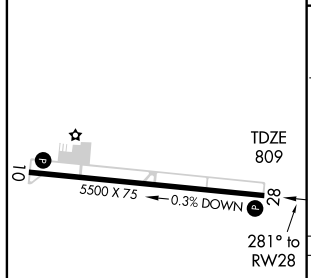
T NA

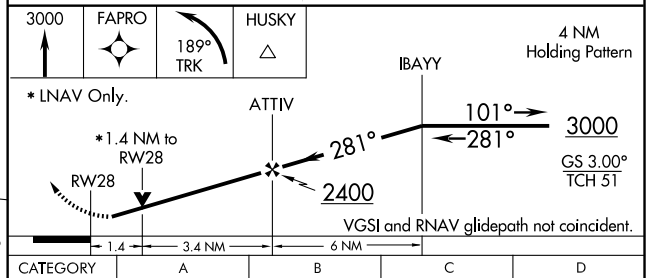
Baro-VNAV NA when using Lawrenceville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lawrenceville altimeter setting and increase all DA 85 ft, all MDA 100 ft, LPV visibility ¼ mile, LNAV/VNAV visibility ½ mile, LNAV Cat. C and D visibility ¼ mile, and Circling Cat. C visibility ¼ mile. VDP NA when using Lawrenceville altimeter setting.

MISSED APPROACH: Climb to 3000 direct FAPRO and left turn via 189° track to HUSKY and hold.

AWOS-3	ATLANTA APP CON	CLNC DEL	UNICOM
118.725	128.575 381.65	119.875	123.0 (CTAF) L



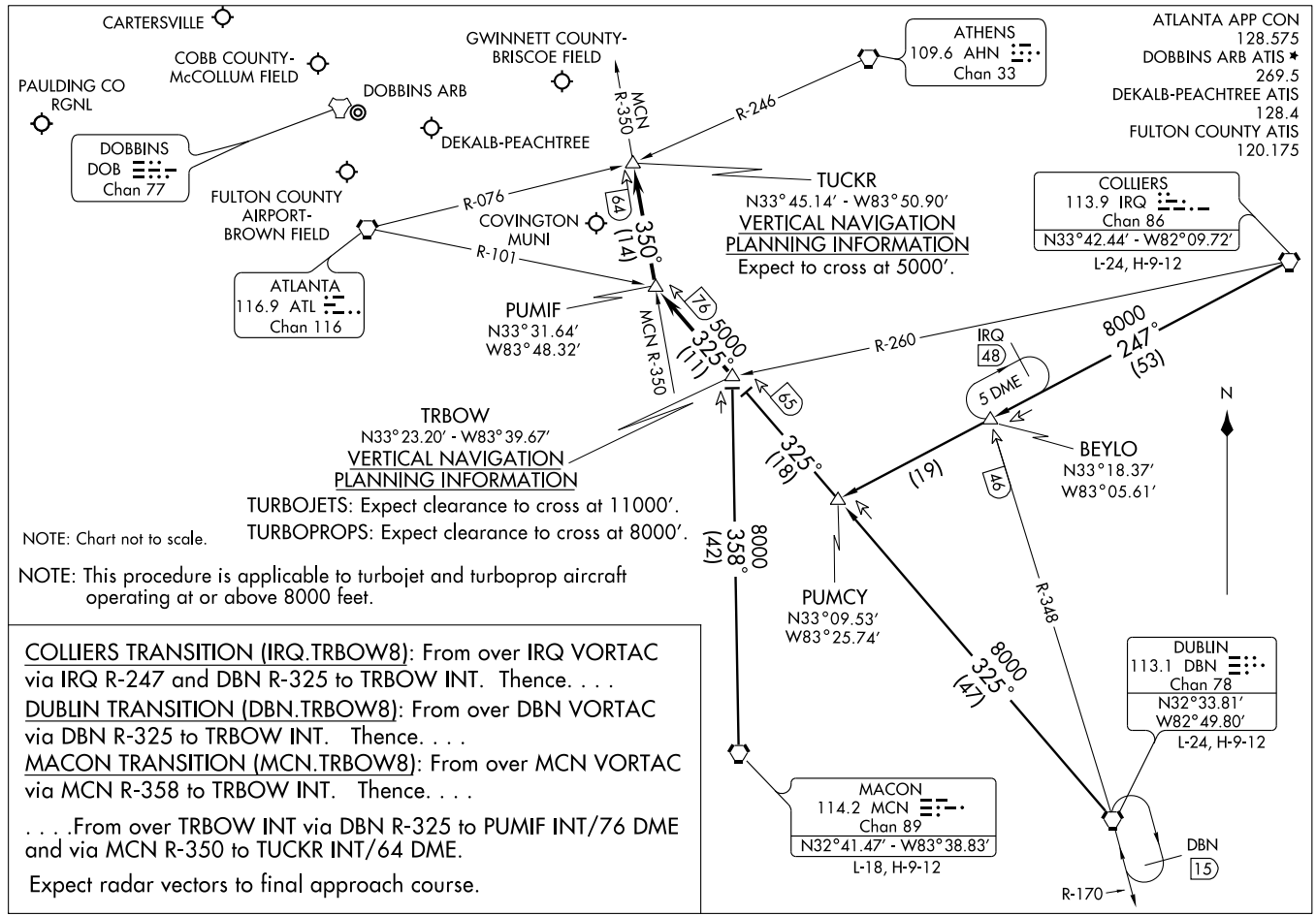




CATEGORY	A	B	C	D
LPV DA	1118-1 309 (400-1)			
LNAV/VNAV DA	1263-1½ 454 (500-1½)			
LNAV MDA	1280-1 471 (500-1)		1280-1¼ 471 (500-1¼)	1280-1½ 471 (500-1½)
CIRCLING	1300-1 491 (500-1)	1360-1 551 (600-1)	1360-1½ 551 (600-1½)	1360-2 551 (600-2)

MIRL Rwy 10-28 L

SE-4, 22 OCT 2009 to 19 NOV 2009



COLLIERS TRANSITION (IRQ.TRBOW8): From over IRQ VORTAC via IRQ R-247 and DBN R-325 to TRBOW INT. Thence. . . .

DUBLIN TRANSITION (DBN.TRBOW8): From over DBN VORTAC via DBN R-325 to TRBOW INT. Thence. . . .

MACON TRANSITION (MCN.TRBOW8): From over MCN VORTAC via MCN R-358 to TRBOW INT. Thence. . . .

. . . .From over TRBOW INT via DBN R-325 to PUMIF INT/76 DME and via MCN R-350 to TUCKR INT/64 DME.

Expect radar vectors to final approach course.

(TRBOW.TRBOW8) 09183
TRBOW EIGHT ARRIVAL
ST-469 (FAA)
ATLANTA, GEORGIA

VORTAC ATL	APP CRS	Rwy Idg	5500
116.9	089°	TDZE	795
Chan 116		Apt Elev	809

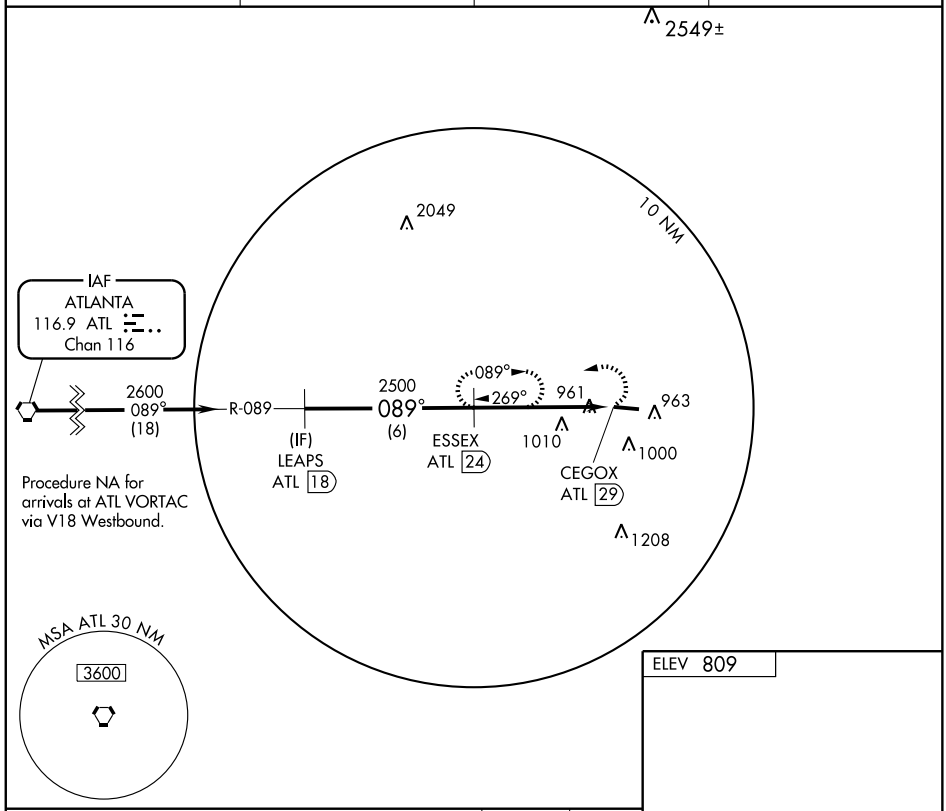
VOR/DME RWY 10

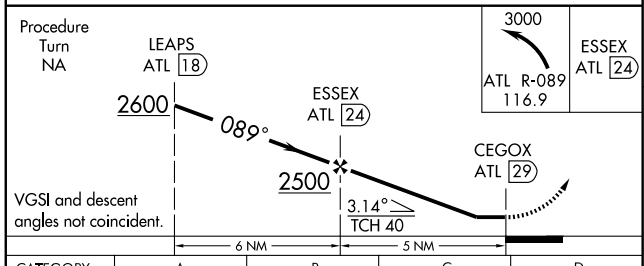
COVINGTON MUNI (9A1)

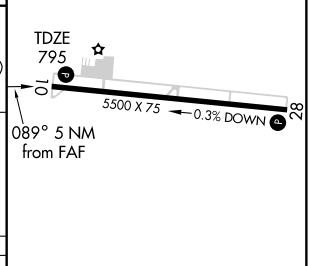
When local altimeter setting not received, use Lawrenceville altimeter setting and increase all MDA 100 feet and Cat. C visibilities ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3000 via ATL R-089 to ESSEX/ATL 24 DME and hold.

AWOS-3	ATLANTA APP CON	CLNC DEL	UNICOM
118.725	128.575 381.65	119.875	123.0 (CTAF)







CATEGORY	A	B	C	D
S-10	1320-1 525 (600-1)	1320-1¼ 525 (600-1¼)	1320-1½ 525 (600-1½)	1320-2 525 (600-2)
CIRCLING	1320-1 511 (600-1)	1360-1¼ 551 (600-1¼)	1360-1½ 551 (600-1½)	1360-2 551 (600-2)

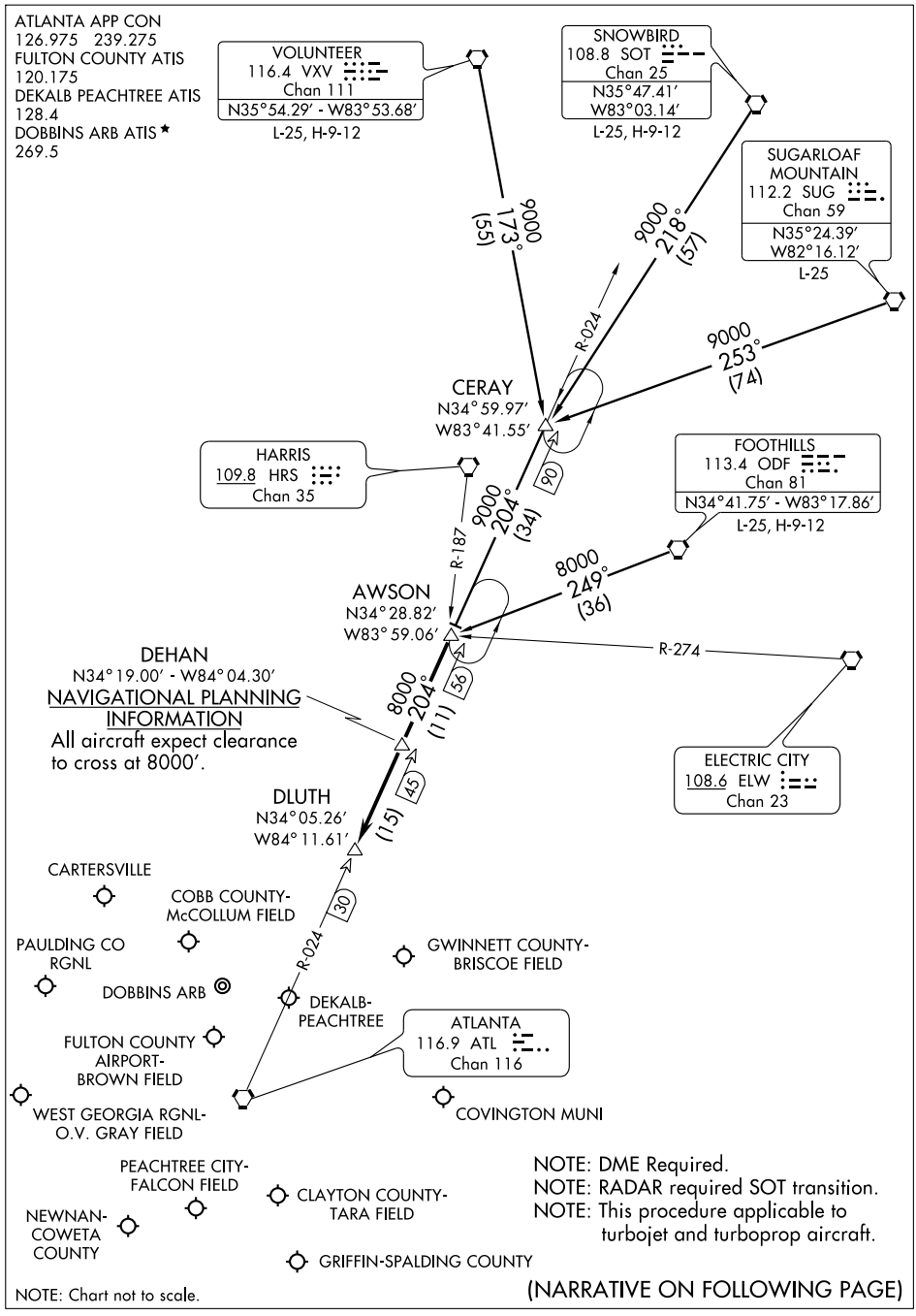
MIRL Rwy 10-28 (L)

SE-4, 22 OCT 2009 to 19 NOV 2009

AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4, 22 OCT 2009 to 19 NOV 2009

AWSON ONE ARRIVAL (AWSON.AWSON1) ST-469 (FAA) ATLANTA, GEORGIA

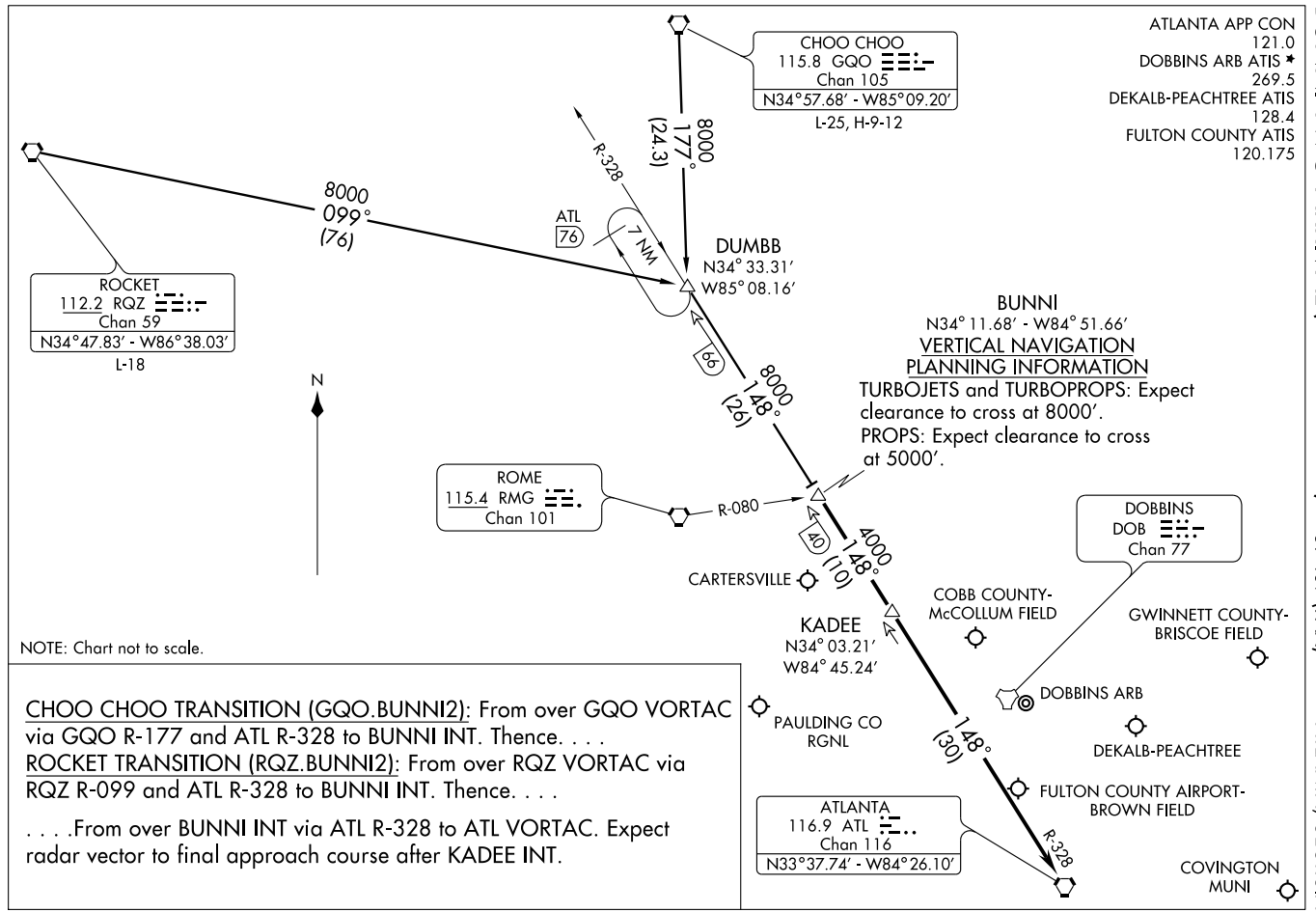
ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 22 OCT 2009 to 19 NOV 2009

BUNNI TWO ARRIVAL (BUNNI.BUNNI2)



NOTE: Chart not to scale.

CHOO CHOO TRANSITION (GQO.BUNNI2): From over GQO VORTAC via GQO R-177 and ATL R-328 to BUNNI INT. Thence. . . .

ROCKET TRANSITION (RQZ.BUNNI2): From over RQZ VORTAC via RQZ R-099 and ATL R-328 to BUNNI INT. Thence. . . .

. . . .From over BUNNI INT via ATL R-328 to ATL VORTAC. Expect radar vector to final approach course after KADEE INT.

LOC/DME I-PUJ	APP CRS	Rwy Idg	5505
109.15	311°	TDZE	1283
Chan 28Y		Apt Elev	1289

ILS or LOC/DME RWY 31

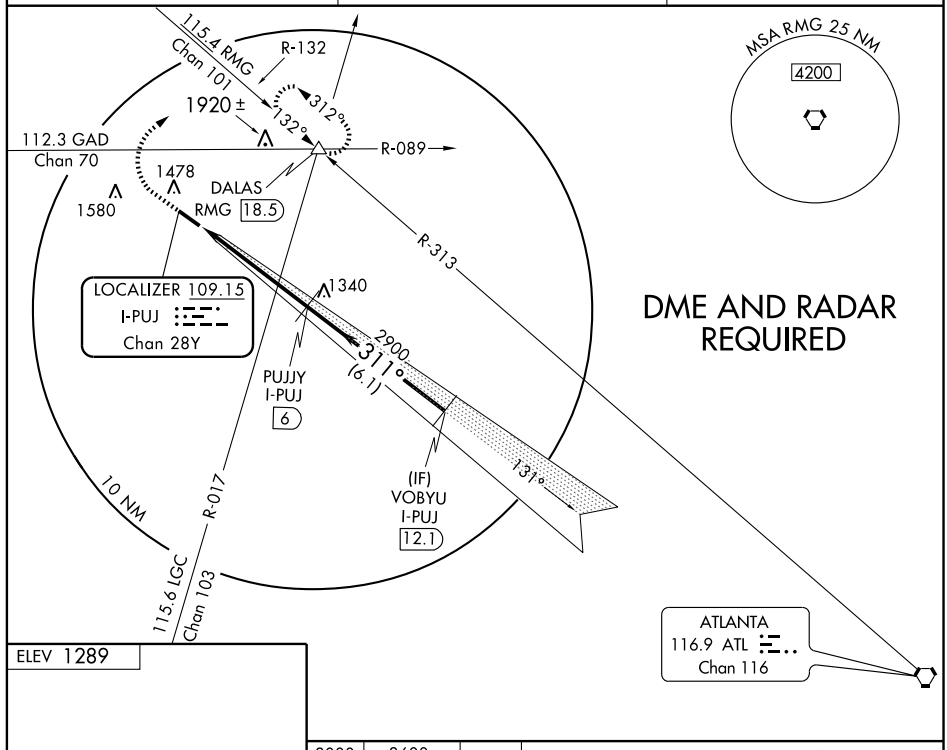
DALLAS/ PAULDING COUNTY RGNL (PUJ)

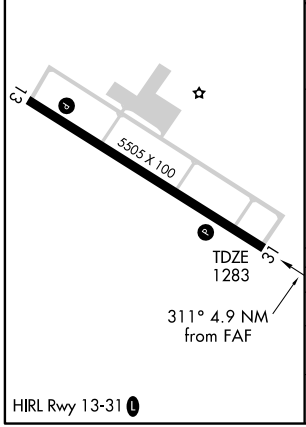
When local altimeter setting not received, use Cartersville altimeter setting and increase all DA/MDAs 120 feet and increase S-ILS visibility all Cats. ¼ mile, increase S-LOC visibility Cat. C and D ½ mile, and Circling Cat. C and D visibility ½ mile.

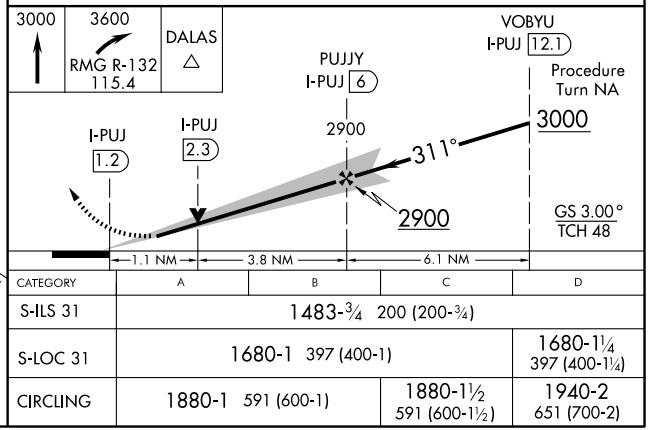
NA

MISSED APPROACH: Climb to 3000 then climbing right turn to 3600 via RMG VORTAC R-132 to DALAS INT/RMG 18.5 DME and hold.

AWOS-3	ATLANTA APP CON	UNICOM
126.225	121.0 268.7	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 31	1483-¾ 200 (200-¾)			
S-LOC 31	1680-1 397 (400-1)			1680-1¼ 397 (400-1¼)
CIRCLING	1880-1 591 (600-1)		1880-1½ 591 (600-1½)	1940-2 651 (700-2)

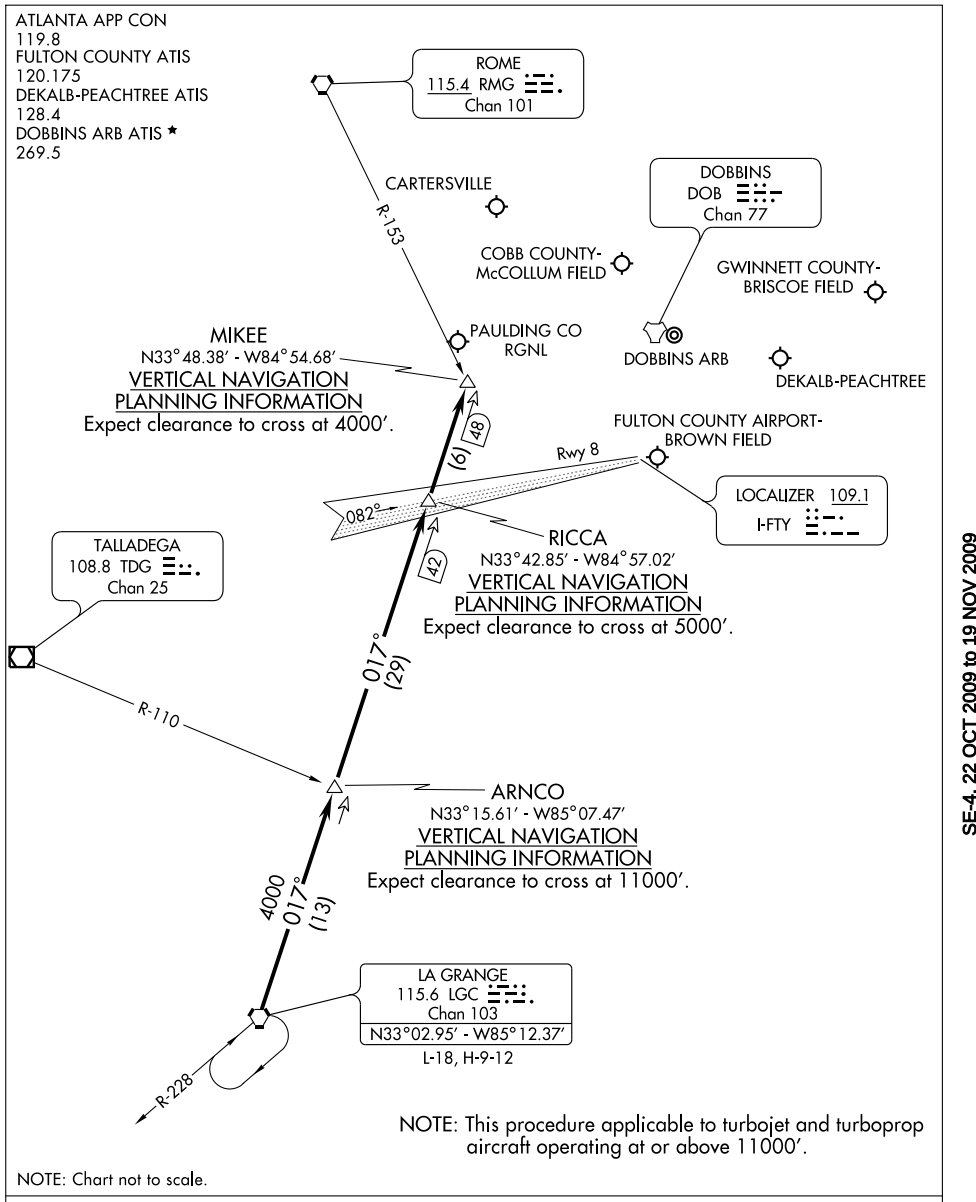
HIRL Rwy 13-31 L

SE-4, 22 OCT 2009 to 19 NOV 2009

MIKEE FOUR ARRIVAL (LGC.MIKEE4)

ST-469 (FAA)

ATLANTA, GEORGIA



From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

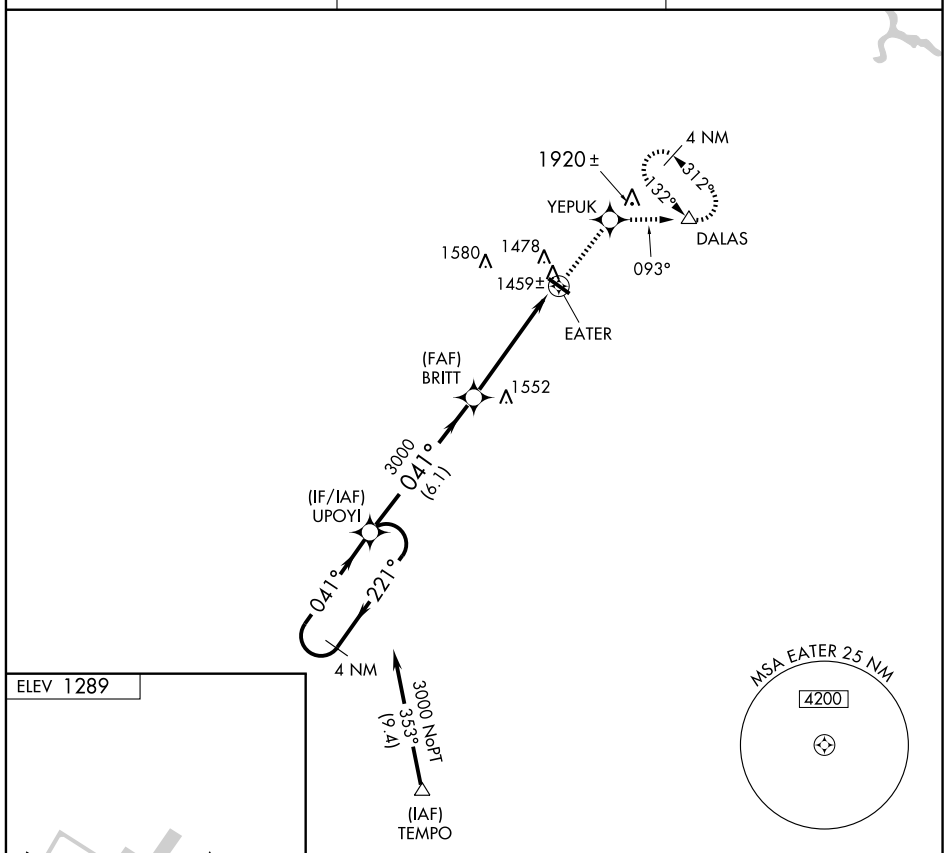
SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	N/A
041°	TDZE	N/A
	Apt Elev	1289

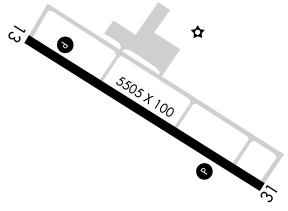
RNAV (GPS)-A

DALLAS/ PAULDING COUNTY RGNL (PUJ)

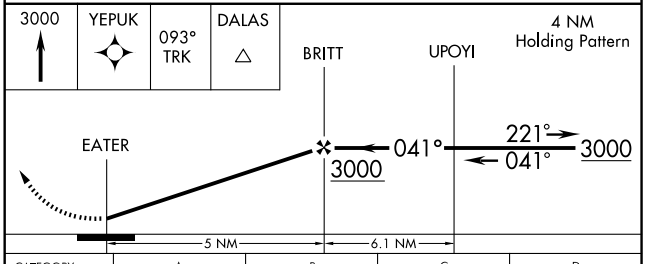
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 120 feet, increase Cat. C and D visibility ½ mile.		MISSED APPROACH: Climb to 3000 direct YEPUK and via 093° track to DALAS and hold.
AWOS-3 **126.225**	ATLANTA APP CON **121.0 268.7**	UNICOM **123.075** (CTAF) L



ELEV 1289



HIRL Rwy 13-31 L



CATEGORY	A	B	C	D
CIRCLING	1880-1 591 (600-1)		1880-1½ 591 (600-1½)	1940-2 651 (700-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5505
131°	TDZE	1289
	Apt Elev	1289

RNAV (GPS) RWY 13

DALLAS/PAULDING COUNTY RGNL (PUJ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 120 feet. Increase LNAV Cat. C and D visibility ¼ mile, Circling Cat. C and D visibility ½ mile.

NA

MISSED APPROACH: Climbing left turn to 3000 direct YOBUY and hold.

AWOS-3	ATLANTA APP CON	UNICOM
126.225	121.0 268.7	123.075 (CTAF)

Procedure NA for arrivals on RMG VORTAC airway radials 132 CW 165.

(IAF) ROME RMG

3000 NoPT 187° (7.9)

131°

311°

4 NM

(IF/IAF) YOBUY

3000 131° (6.1)

3000 NoPT 074° (11.8)

(IAF) FELTO

Procedure NA for arrivals at FELTO via V325 Westbound.

1499

(FAF) WUDPO

1580

1478

1562

RW13

1920 ±

MSA RW 13 25 NM

4200

SE-4, 22 OCT 2009 to 19 NOV 2009

4 NM Holding Pattern

YOBUY

WUDPO

3000

311°

131°

131°

3000

3.04°

TCH 50

RW13

6.1 NM

5.1 NM

3000 YOBUY

ELEV 1289

131° to RW13

TDZE 1289

5505 X 100

13

31

CATEGORY	A	B	C	D
LNAV MDA	1820-1	531 (600-1)	1820-1½ 531 (600-1½)	1820-1¾ 531 (600-1¾)
CIRCLING	1880-1	591 (600-1)	1880-1½ 591 (600-1½)	1940-2 651 (700-2)

HIRL Rwy 13-31

WAAS	APP CRS	Rwy Idg	5505
CH 99511	311°	TDZE	1283
W31A		Apt Elev	1289

RNAV (GPS) RWY 31

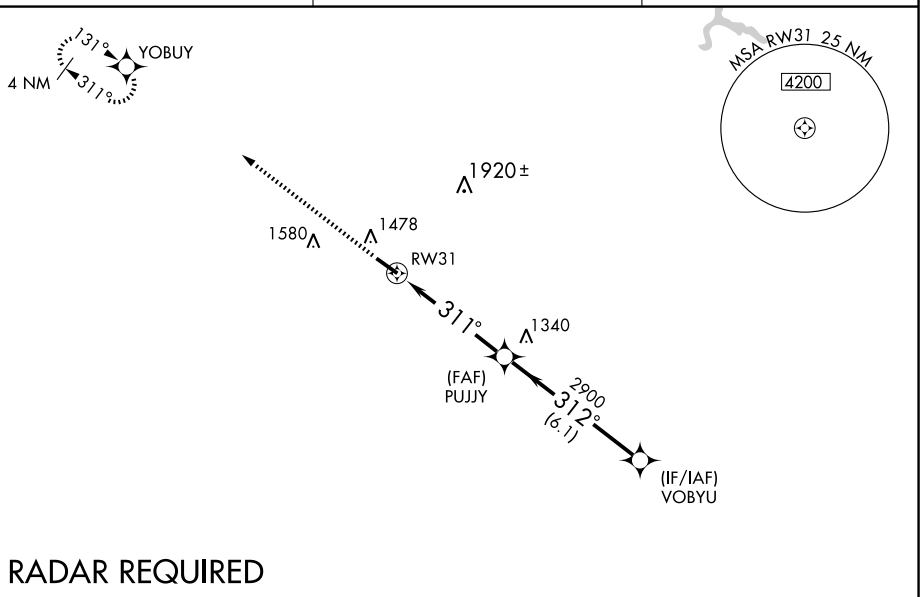
DALLAS/PAULDING COUNTY RGNL (PUJ)

▼ ▲ NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). When local altimeter setting not received, use Cartersville altimeter setting and increase all DA 106 feet, all MDA 120 feet, increase LPV all Cats. visibility ¼ mile, increase LNAV/VNAV all Cats. visibility ¼ mile, LNAV Cat. C and D visibility ¼ mile, Circling Cat. C and D visibility ½ mile. Baro-VNAV and VDP NA when using Cartersville altimeter setting. DME/DME RNP-0.3 NA.

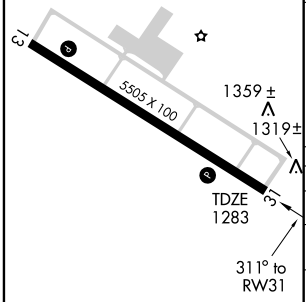
MISSED APPROACH: Climb to 3000 direct YOBUY and hold.

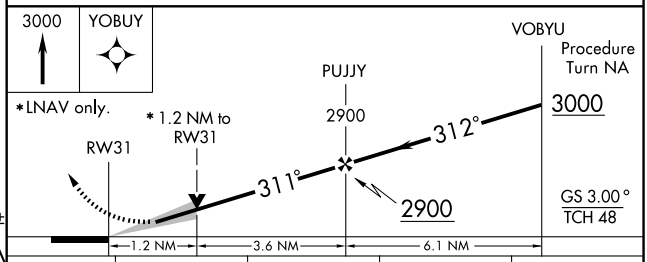
AWOS-3	ATLANTA APP CON	UNICOM
126.225	121.0 268.7	123.075 (CTAF) L



RADAR REQUIRED

ELEV 1289

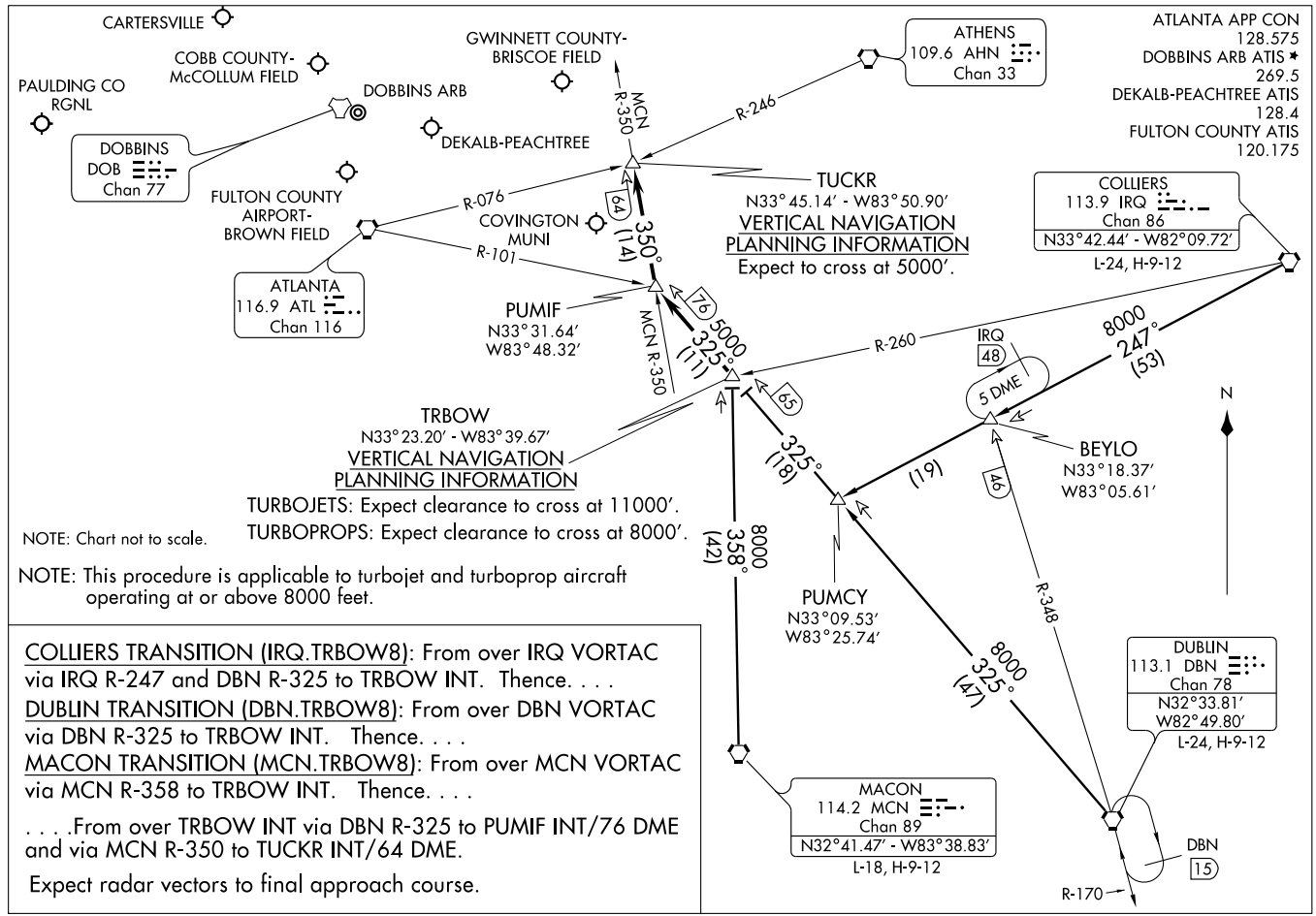




CATEGORY	A	B	C	D
LPV DA	1483-¾ 200 (200-¾)			
LNAV/VNAV DA	1635-1¼ 352 (400-1¼)			
LNAV MDA	1720-1 437 (500-1)		1720-1¼ 437 (500-1¼)	1720-1½ 437 (500-1½)
CIRCLING	1880-1 591 (600-1)		1880-1½ 591 (600-1½)	1940-2 651 (700-2)

HIRL Rwy 13-31 L

SE-4, 22 OCT 2009 to 19 NOV 2009



COLLIERS TRANSITION (IRQ.TRBOW8): From over IRQ VORTAC via IRQ R-247 and DBN R-325 to TRBOW INT. Thence. . . .

DUBLIN TRANSITION (DBN.TRBOW8): From over DBN VORTAC via DBN R-325 to TRBOW INT. Thence. . . .

MACON TRANSITION (MCN.TRBOW8): From over MCN VORTAC via MCN R-358 to TRBOW INT. Thence. . . .

. . . .From over TRBOW INT via DBN R-325 to PUMIF INT/76 DME and via MCN R-350 to TUCKR INT/64 DME.

Expect radar vectors to final approach course.

(TRBOW.TRBOW8) 09183
TRBOW EIGHT ARRIVAL
ST-469 (FAA)
ATLANTA, GEORGIA

LOC I-DNN	APP CRS	Rwy Idg	5495
110.9	140°	TDZE	708
		Apt Elev	710

ILS or LOC RWY 14

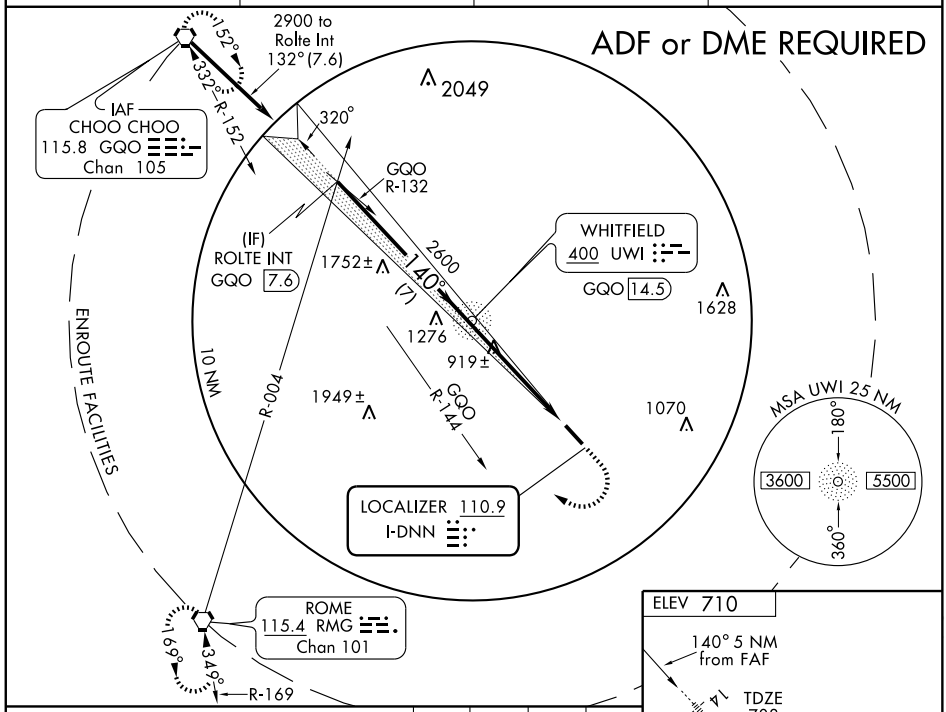
DALTON MUNI (DNN)

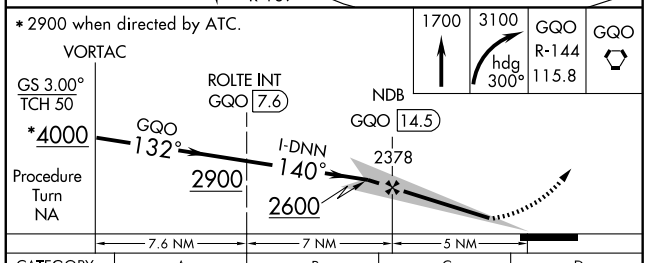
When local altimeter setting not received, use Lovell Field, Chattanooga, TN altimeter setting and increase all DA 62 feet and all MDA 80 feet and S-LOC 14 Cats. C/D and Circling Cat. C visibilities ¼ mile. Inoperative table does not apply to S-ILS 14. For inoperative MALSR when using Lovell Field, Chattanooga, TN altimeter setting; increase S-LOC 14 Cats. A/B ¼ mile. Visibility reduction by helicopters NA. For inoperative MALSR, increase S-LOC 14 Cats. A/B visibility to 1 mile.

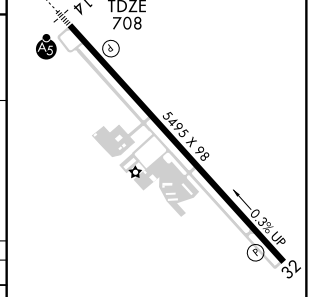
MALSR

MISSED APPROACH: Climb to 1700 then climbing right turn to 3100 via heading 300° and GQO R-144 to GQO VORTAC and hold.

AWOS-3	CHATTANOOGA APP CON	CLNC DEL	UNICOM
127.65	125.1 379.1	120.25	122.975 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 14	959-¾ 251 (300-¾)			
S-LOC 14	1240-¾ 532 (600-¾)		1240-1 532 (600-1)	1240-1¼ 532 (600-1¼)
CIRCLING	1240-1 530 (600-1)		1240-1½ 530 (600-1½)	1260-2 550 (600-2)

HIRL Rwy 14-32 L

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS CH 65801 W14A	APP CRS 140°	Rwy Idg 5495 TDZE 708 Apt Elev 710

RNAV (GPS) RWY 14

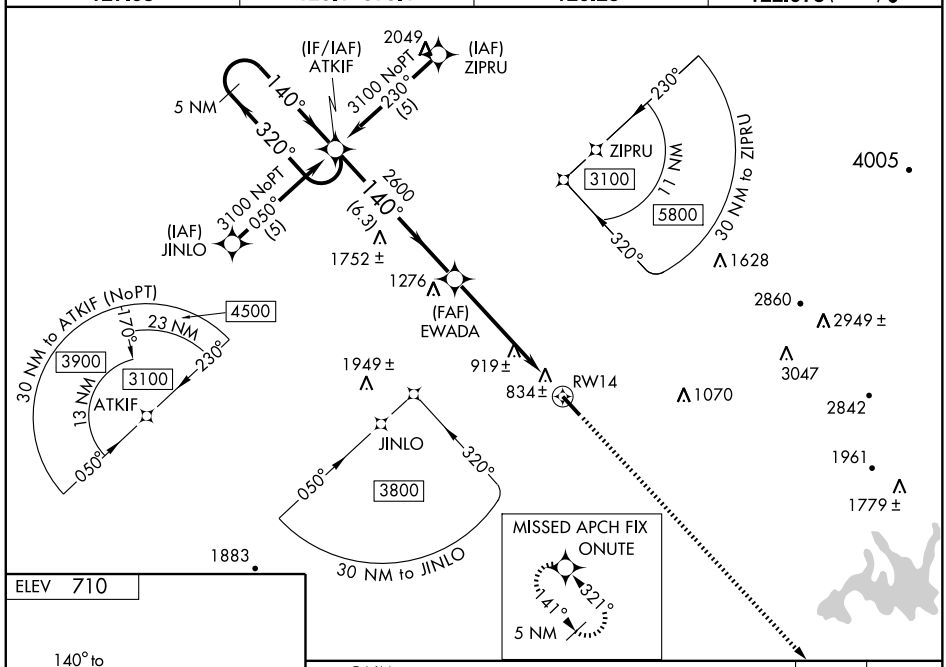
DALTON MUNI (DNN)

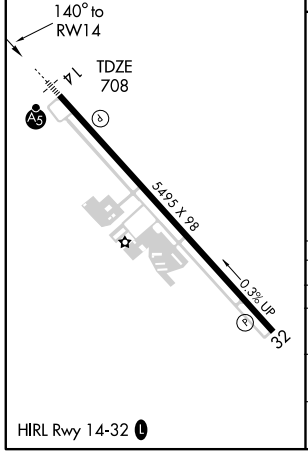
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.VDP and Baro-VNAV NA when using Lovell Field, Chattanooga, TN altimeter setting. For inoperative MALSR, increase LPV all Cats. visibility to 1¼, LNAV Cats. A/B visibility to 1. When local altimeter setting not received, use Lovell Field, Chattanooga, TN altimeter setting and increase all DA 62 feet and all MDA 80 feet, increase visibility LPV all Cats., LNAV/VNAV all Cats., LNAV Cats. C/D and Circling Cat. C ¼ mile. For inoperative MALSR when using Lovell Field, Chattanooga, TN altimeter setting; increase LPV all Cats. visibility ½ mile and LNAV Cats. A/B visibility ¼ mile.

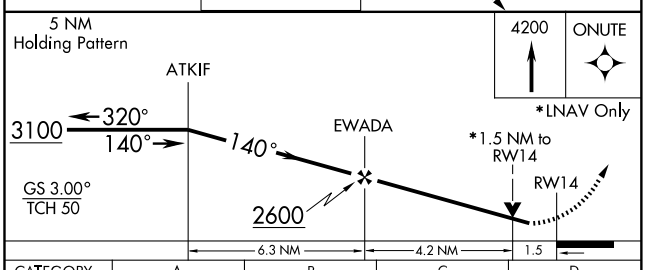
MALSR (A5)

MISSED APPROACH: Climb to 4200 direct ONUTE and hold.

AWOS-3	CHATTANOOGA APP CON	CLNC DEL	UNICOM
127.65	125.1 379.1	120.25	122.975 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1100-¾ 392 (400-¾)			
LNAV/VNAV DA	1137-1 429 (500-1)			
LNAV MDA	1240-¾ 532 (600-¾)		1240-1 532 (600-1)	1240-1¼ 532 (600-1¼)
CIRCLING	1240-1 530 (600-1)		1240-1½ 530 (600-1½)	1260-2 550 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5495
321°	TDZE	704
	Apt Elev	710

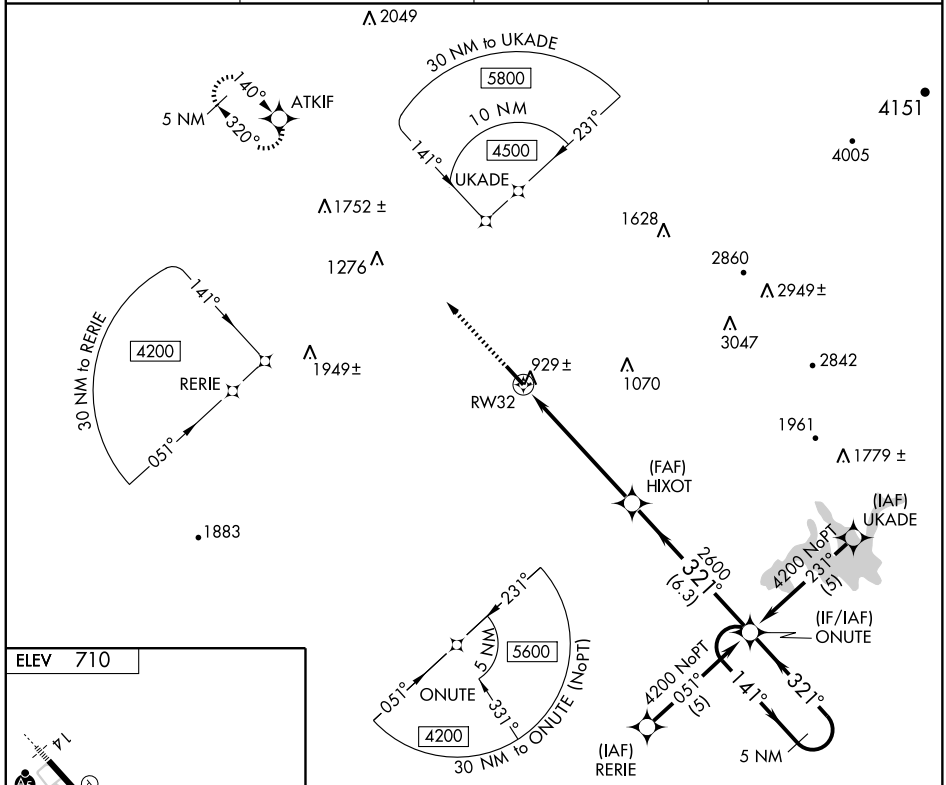
RNAV (GPS) RWY 32

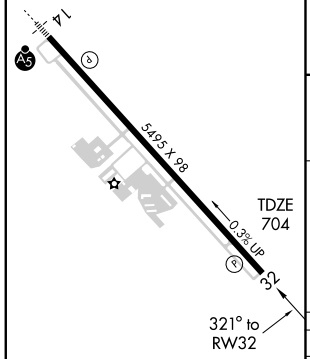
DALTON MUNI (DNN)

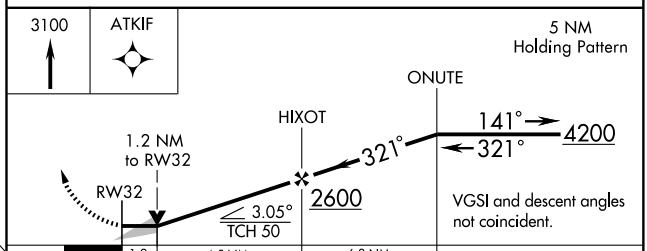
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Lovell Field, Chattanooga, TN altimeter setting and increase all MDAs 80 feet.
VDP NA when using Lovell Field, Chattanooga, TN altimeter setting.

MISSED APPROACH: Climb to 3100 direct ATKIF and hold.

AWOS-3	CHATTANOOGA APP CON	CLNC DEL	UNICOM
127.65	125.1 379.1	120.25	122.975 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1180-1 476 (500-1)		1180-1¼ 476 (500-1¼)	1180-1½ 476 (500-1½)
CIRCLING	1240-1 530 (600-1)		1240-1½ 530 (600-1½)	1260-2 550 (600-2)

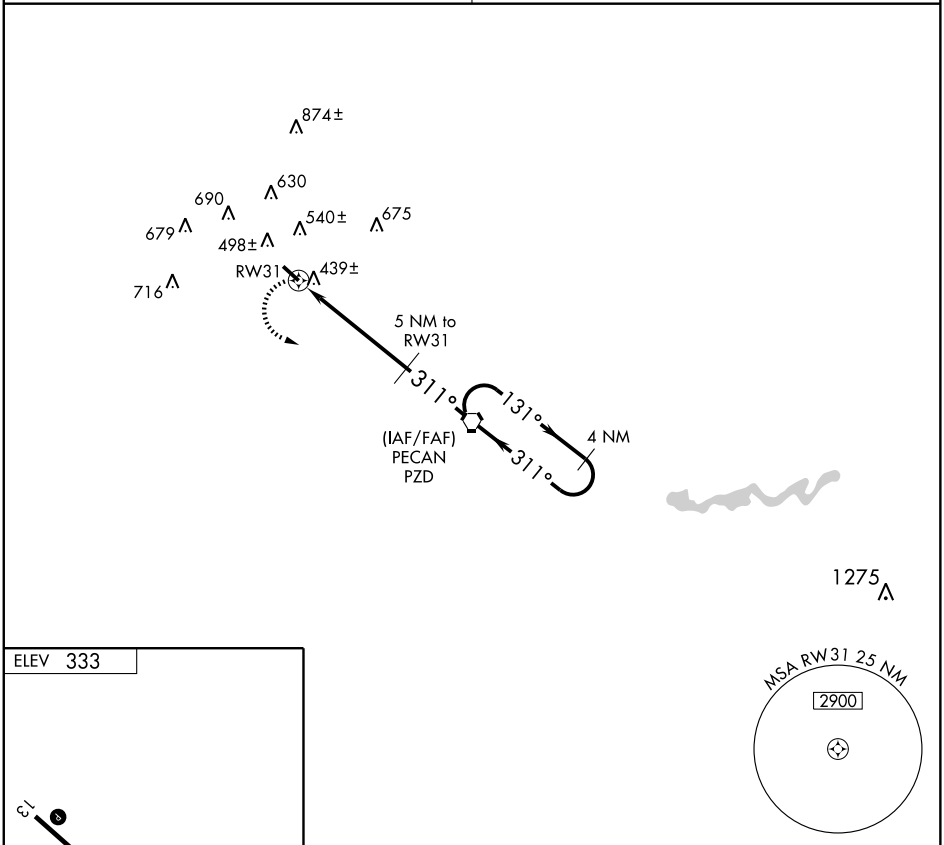
HIRL Rwy 14-32 L

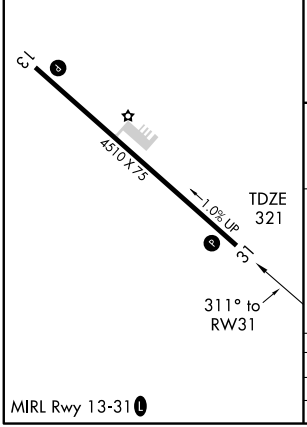
SE-4, 22 OCT 2009 to 19 NOV 2009

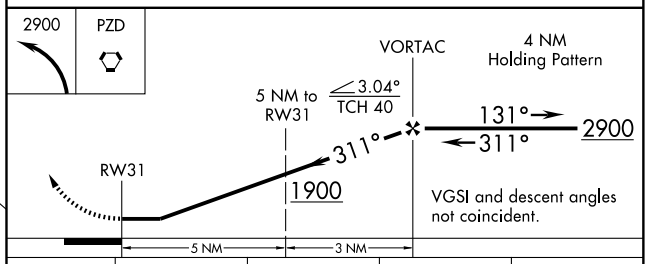
APP CRS	Rwy Idg	4510
311°	TDZE	321
	Apt Elev	333

GPS RWY 31
DAWSON MUNI (16J)

NA Use Albany altimeter setting.	MISSED APPROACH: Climbing left turn to 2900 direct PZD VORTAC and hold.
JACKSONVILLE CENTER **125.75 226.8**	UNICOM **122.8** (CTAF) L







CATEGORY	A	B	C	D
S-31	760-1	439 (500-1)	NA	
CIRCLING	920-1	587 (600-1)	NA	

SE-4, 22 OCT 2009 to 19 NOV 2009

VORTAC PZD	APP CRS	Rwy Idg	4510
116.1	311°	TDZE	321
Chan 108		Apt Elev	333

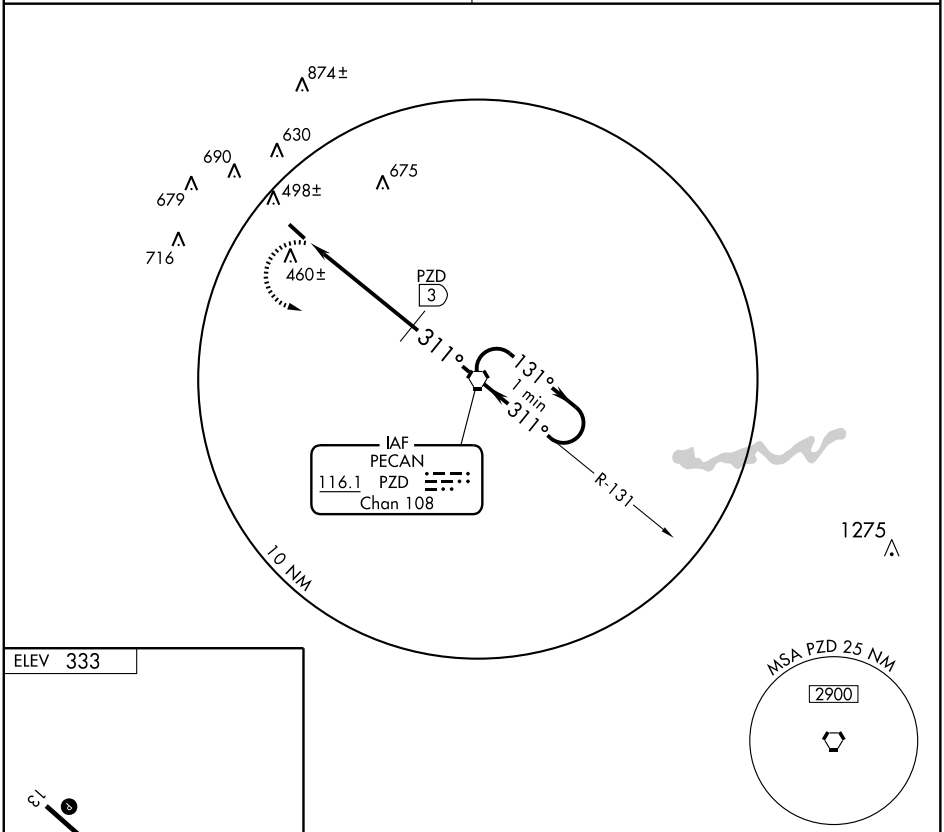
VOR/DME RWY 31
DAWSON MUNI (16J)

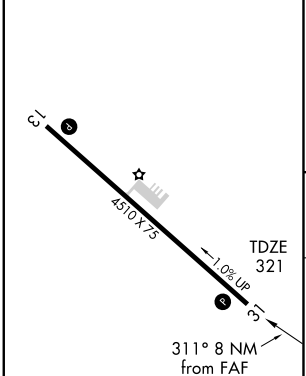
T
NA

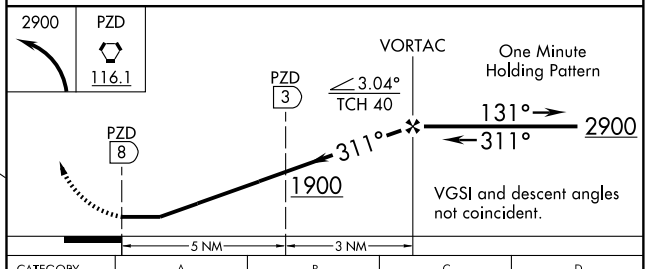
Use Albany altimeter setting.

MISSED APPROACH: Climbing left turn to 2900 direct PZD VORTAC and hold.

JACKSONVILLE CENTER	UNICOM
125.75 226.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-31	780-1	459 (500-1)	NA	
CIRCLING	920-1	587 (600-1)	NA	

MIRL Rwy 13-31 L

SE-4, 22 OCT 2009 to 19 NOV 2009

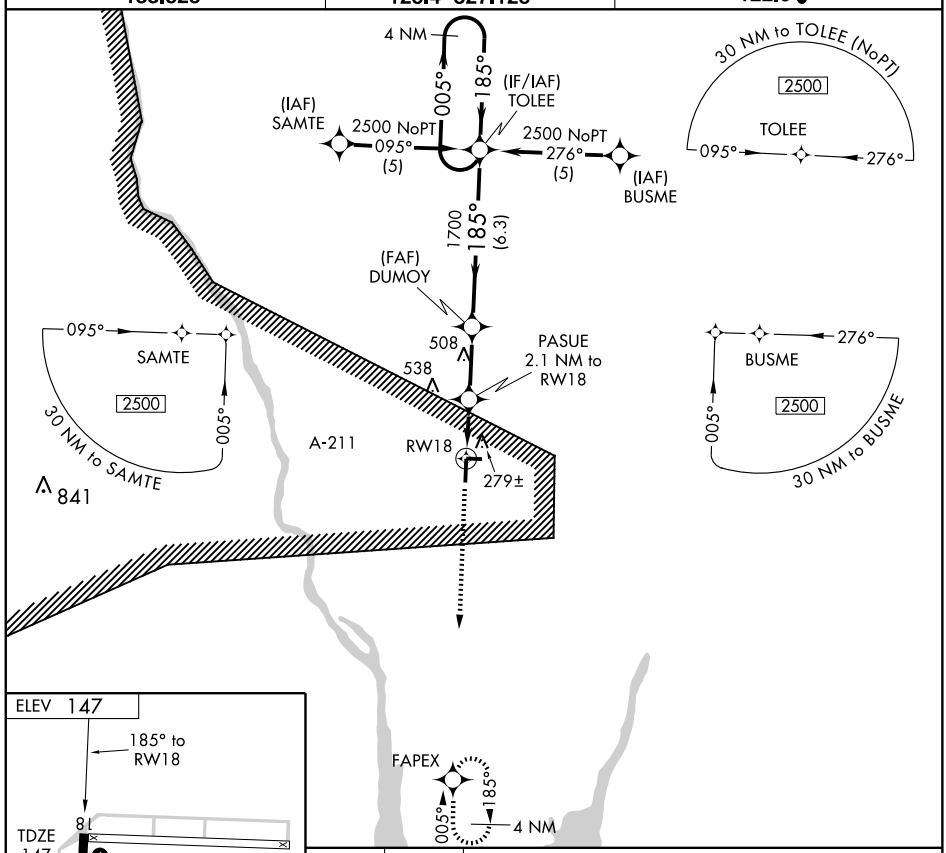
APP CRS	Rwy Idg	5182
185°	TDZE	147
	Apt Elev	147

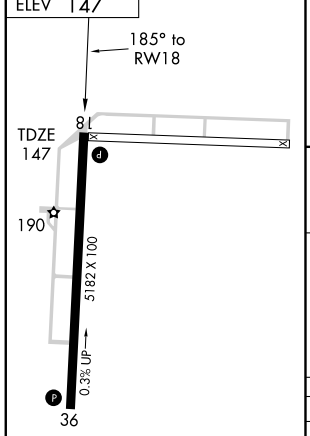
RNAV (GPS) RWY 18
DONALSONVILLE MUNI (17J)

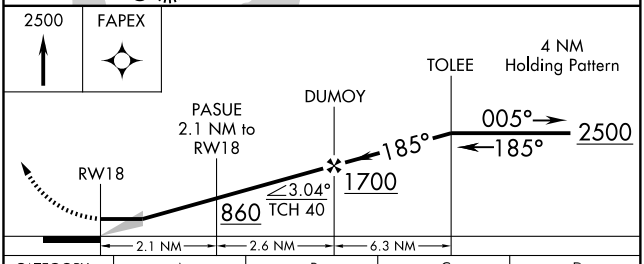
T NA — Use Marianna Muni altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct FAPEX WP and hold.

MARIANNA ASOS	CAIRNS APP CON ★	CTAF
133.525	125.4 327.125	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	580-1	433 (500-1)	580-1¼ 433 (500-1¼)	580-1½ 433 (500-1½)
CIRCLING	660-1	513 (600-1)	660-1½ 513 (600-1½)	700-2 553 (600-2)

MIRL Rwy 18-36 L

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5182
005°	TDZE	141
	Apt Elev	147

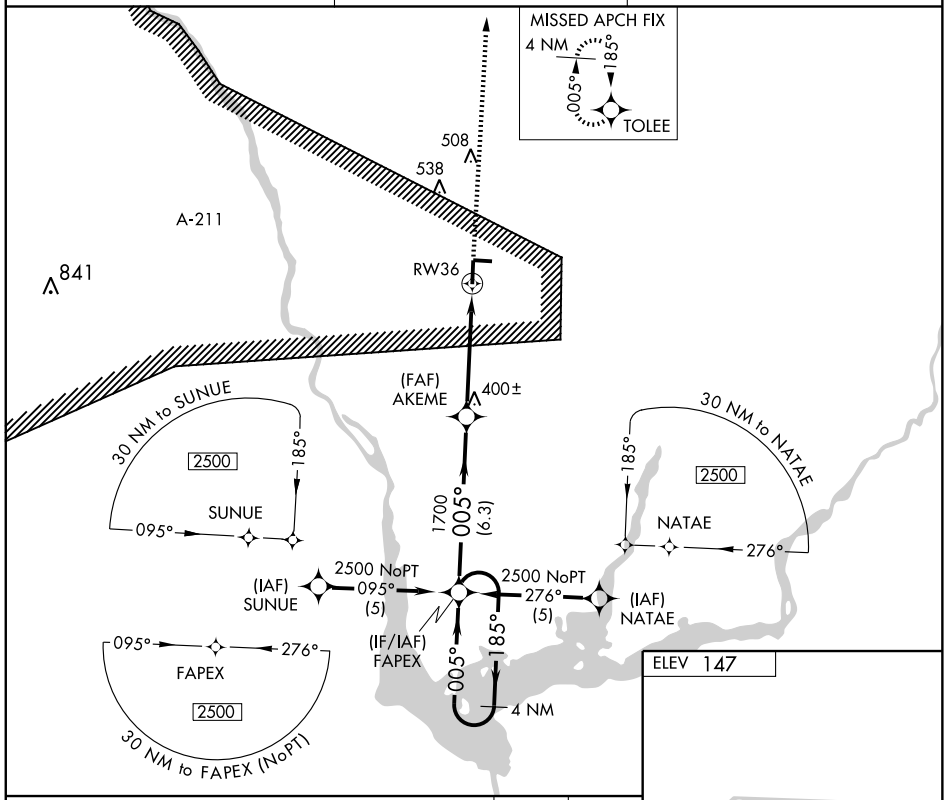
RNAV (GPS) RWY 36
DONALSONVILLE MUNI (17J)

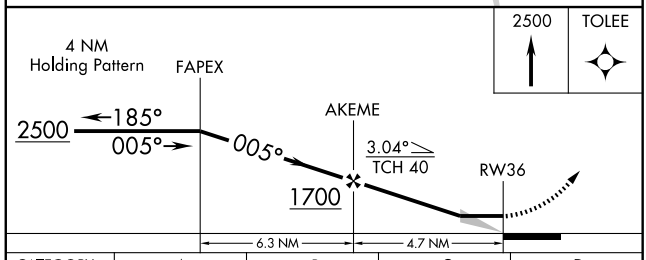
Use Marianna Muni altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

NA

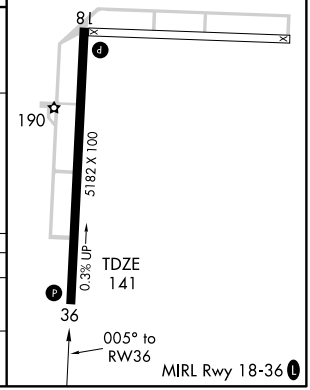
MISSED APPROACH: Climb to 2500 direct TOLEE WP and hold.

MARIANNA ASOS	CAIRNS APP CON ★	CTAF
133.525	125.4 327.125	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	580-1	439 (500-1)	580-1¼ 439 (500-1¼)	580-1½ 439 (500-1½)
CIRCLING	660-1	513 (600-1)	660-1½ 513 (600-1½)	700-2 553 (600-2)



SE-4, 22 OCT 2009 to 19 NOV 2009

VORTAC MAI	APP CRS	Rwy Idg	N/A
114.0	044°	TDZE	N/A
Chan 87		Apt Elev	147

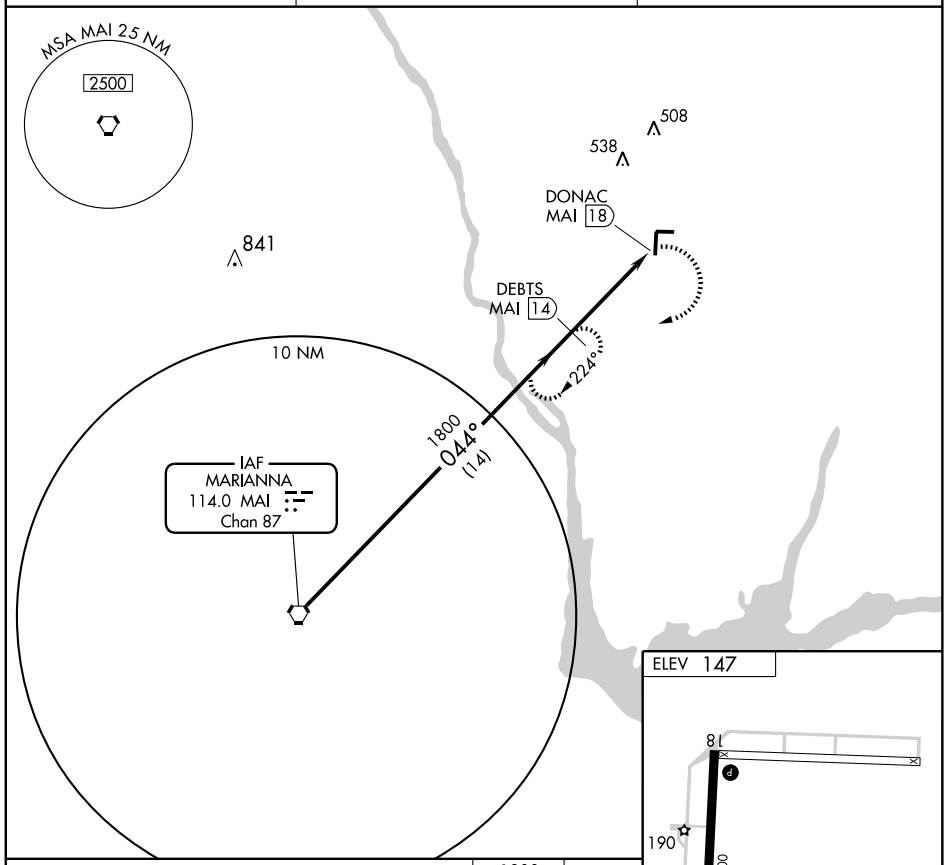
VOR/DME-A
DONALSONVILLE MUNI (17J)

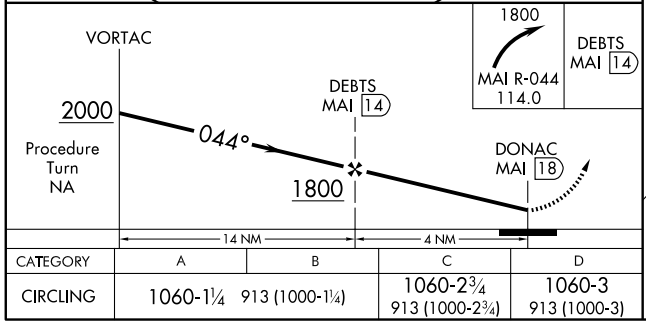
Use Marianna, FL altimeter setting.

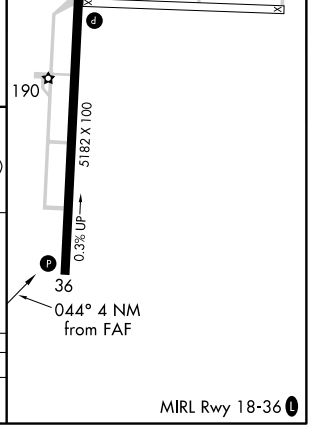
NA

MISSED APPROACH: Climbing right turn to 1800 via MAI R-044 to DEBTS 14 DME and hold.

MARIANNA ASOS	CAIRNS APP CON ★	CTAF
133.525	125.4 327.125	122.9 (L)







CATEGORY	A	B	C	D
CIRCLING	1060-1¼	913 (1000-1¼)	1060-2¾ 913 (1000-2¾)	1060-3 913 (1000-3)

MIRL Rwy 18-36 (L)

SE-4, 22 OCT 2009 to 19 NOV 2009

LOC I-DQH	APP CRS	Rwy Idg	6000
108.7	040°	TDZE	255
		Apt Elev	257

ILS or LOC RWY 4
DOUGLAS MUNI (DQH)

ADF required. When local altimeter setting not received, use Alma altimeter setting and increase all DA/MDAS 60 feet and increase S-LOC 4 and circling Cat. C visibility ¼ mile. For inoperative MALSR, when using Alma altimeter setting increase S-ILS 4 all Cats visibility 1 mile.

MALSR

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 direct OWC NDB and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.075	132.3 290.4	121.725	122.8 (CTAF)

ADF REQUIRED

ALTERNATE MISSED APCH
R-296 296° 116°
WAYCROSS
110.2 AYS
Chan 39

665 741 601 608 792 500± 436 492± 359± 818

LOCALIZER 108.7
I-DQH

IAF
COFFEE COUNTY
390 OWC

040° 1 min 220° 220°

WAYCROSS
110.2 AYS
Chan 39
2300
293°
(20.5)

MSA OWC 25 NM
2300

10 NM

ELEV 257
22
355±
6000 X 100
369±
TDZE
255
040° 4.9 NM
from FAF
MIRL Rwy 4-22

One Minute
Holding Pattern
NDB
1883
2000
220°
040°
2000
GS 3.00°
TCH 51
4.9 NM

900	2000	OWC
		390

CATEGORY	A	B	C	D
S-ILS 4	455-½ 200 (200-½)			
S-LOC 4	620-½ 365 (400-½)			620-¾ 365 (400-¾)
CIRCLING	720-1 463 (500-1)		800-1½ 543 (600-1½)	820-2 563 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	6000
040°	TDZE	255
	Apt Elev	257

RNAV (GPS) RWY 4

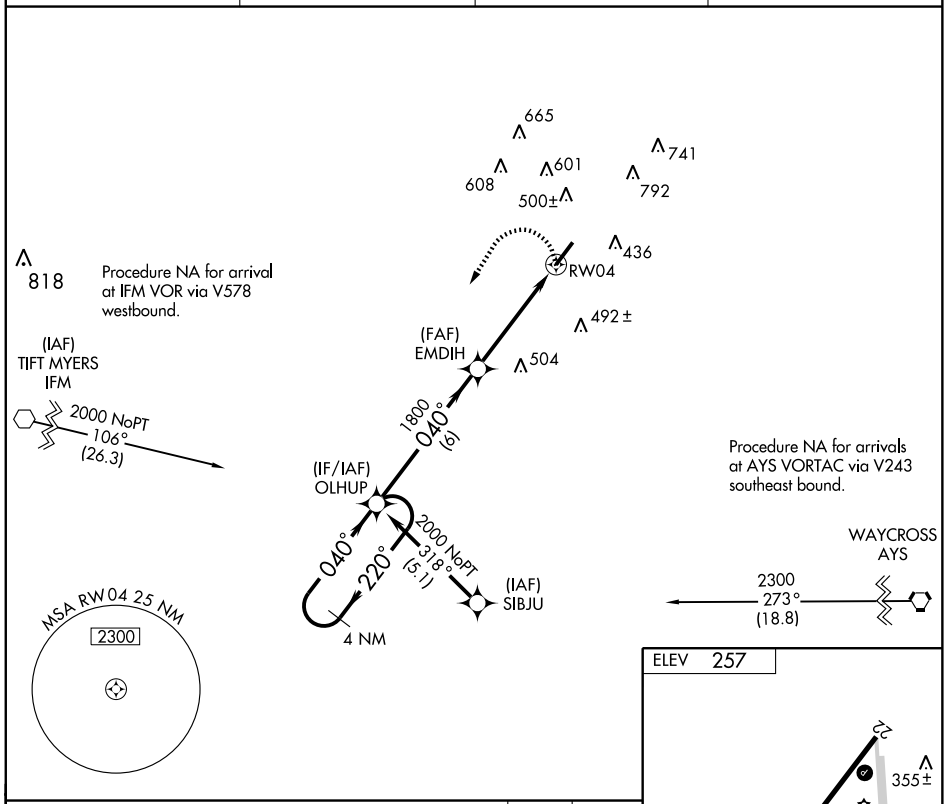
DOUGLAS MUNI (DQH)

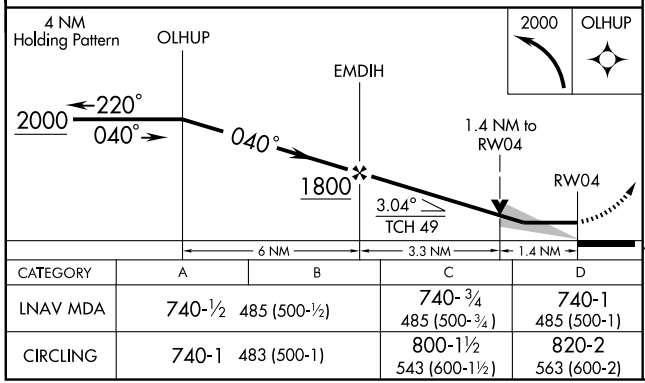
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Alma altimeter setting and increase all MDAS 60 feet, and increase LNAV Cats C and D and circling Cat. C visibility ¼ mile. VDP NA when using Alma altimeter setting.

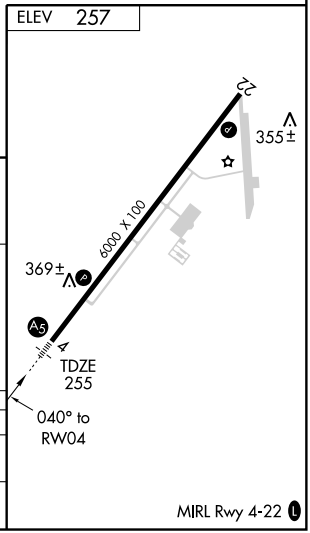
MALSR

MISSED APPROACH: Climbing left turn to 2000 direct OLHUP and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.075	132.3 290.4	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	740-½ 485 (500-½)		740-¾ 485 (500-¾)	740-1 485 (500-1)
CIRCLING	740-1 483 (500-1)		800-1½ 543 (600-1½)	820-2 563 (600-2)

MIRL Rwy 4-22 L

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	6000
220°	TDZE	257
	Apt Elev	257

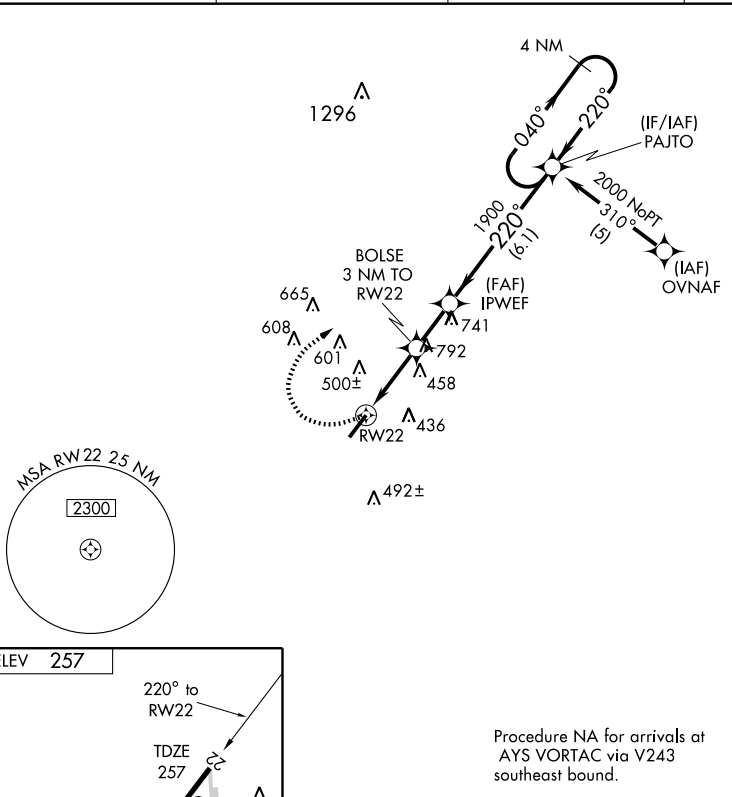
RNAV (GPS) RWY 22

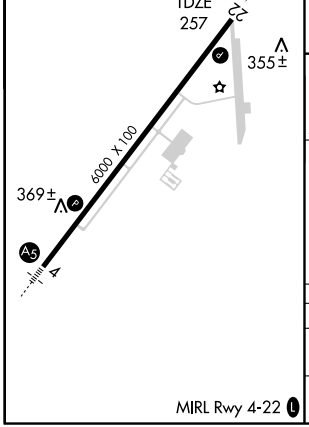
DOUGLAS MUNI (DQH)

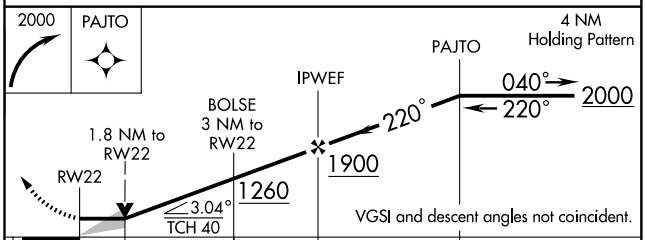
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Alma altimeter setting and increase all MDAS 60 feet, and increase LNAV Cat. D and circling Cat. C visibility ¼ mile. VDP NA when using Alma altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct PAJTO and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.075	132.3 290.4	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	760-1 503 (600-1)		760-1½ 503 (600-1½)	
CIRCLING	760-1 503 (600-1)		800-1½ 543 (600-1½)	820-2 563 (600-2)

MIRL Rwy 4-22 L

SE-4, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-DBN	APP CRS	Rwy Idg	6002
109.1	020°	TDZE	298
Chan 28		Apt Elev	309

ILS or LOC RWY 2

DUBLIN/ W.H. "BUD" BARRON (DBN)

When local altimeter setting not received, use Vidalia altimeter setting and increase all DAs/MDAs 100 feet, S-LOC 2 Cats C and D visibility ¼ mile and circling Cat. D visiblility ½ mile. For inoperative MALSR when using Vidalia altimeter setting increase S-ILS 2 all Cats visibility ½ mile. VDP NA when using Vidalia altimeter setting. ADF or DME Required.

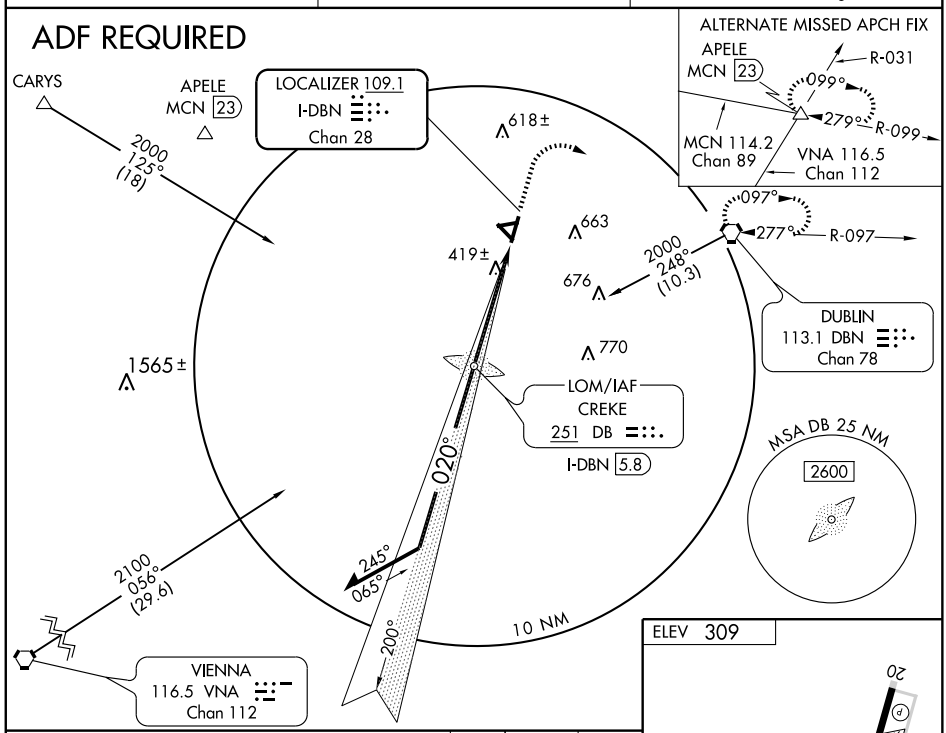
NA

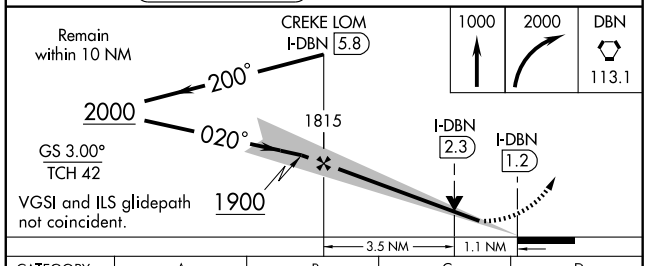
MALSR

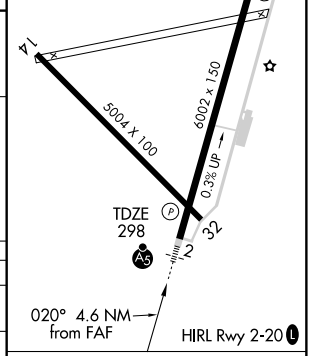
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct DBN VORTAC and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
118.425	124.2 279.6	122.7 (CTAF) L

ADF REQUIRED







CATEGORY	A	B	C	D
S-ILS 2	498-½ 200 (200-½)			
S-LOC 2	680-½ 382 (400-½)			680-¾ 382 (400-¾)
CIRCLING	760-1 451 (500-1)		780-1½ 471 (500-1½)	1020-2¼ 711 (800-2¼)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	6002
020°	TDZE	298
	Apt Elev	309

RNAV (GPS) RWY 2

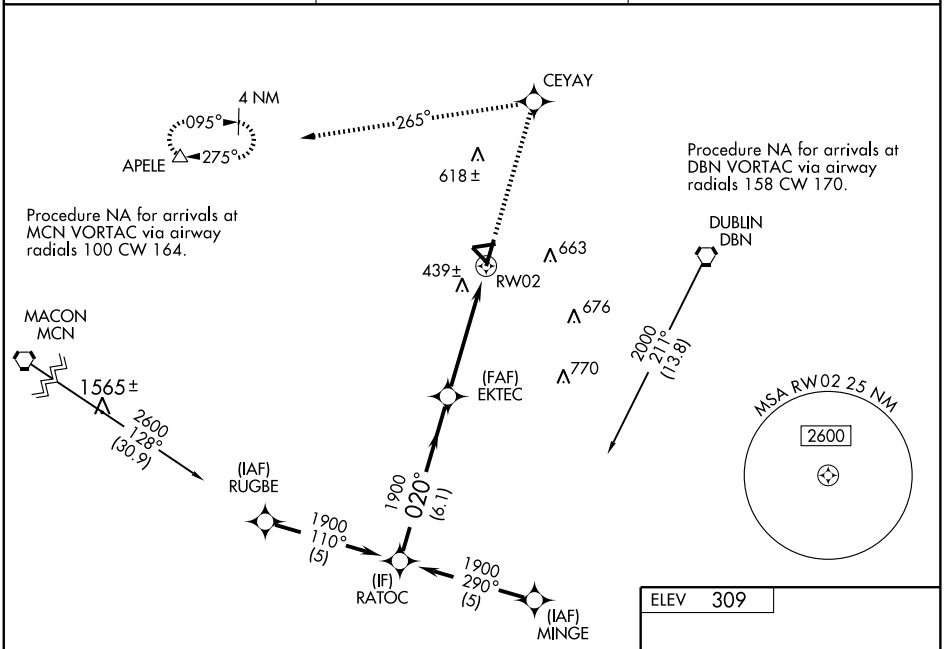
DUBLIN/ W.H. "BUD" BARRON (DBN)

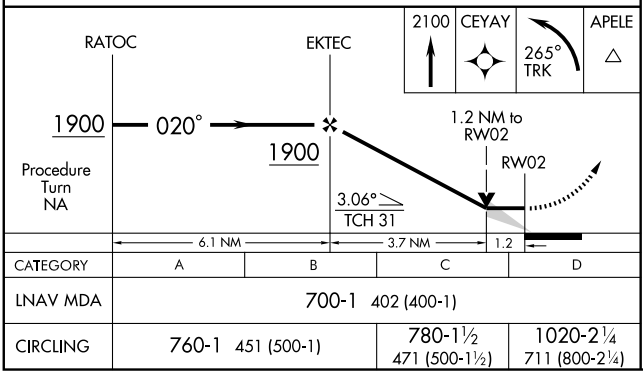
When local altimeter setting not received, use Vidalia altimeter setting and increase all MDAs 100 feet and circling Cat. D visibility ½ mile. Inoperative table does not apply to LNAV Cats A and B. For inoperative MALSR, increase LNAV visibility Cats C and D ¼ mile. When using Vidalia altimeter setting: inoperative table does not apply to LNAV Cats A and B. For inoperative MALSR, increase LNAV visibility Cats C and D½ mile. VDP NA when using Vidalia altimeter setting.

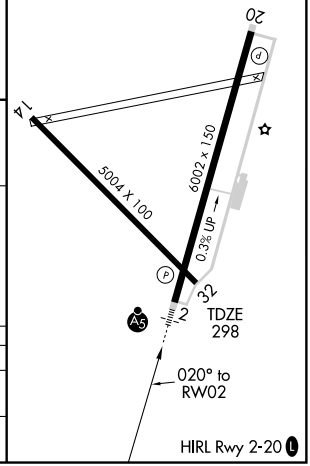
MALSR

MISSED APPROACH: Climb to 2100 direct CEYAY and left turn via 265° track to APELE and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
118.425	124.2 279.6	122.7 (CTAF) L







APP CRS	Rwy Idg	6002
200°	TDZE	309
	Apt Elev	309

RNAV (GPS) RWY 20

DUBLIN/ W.H. "BUD" BARRON (DBN)

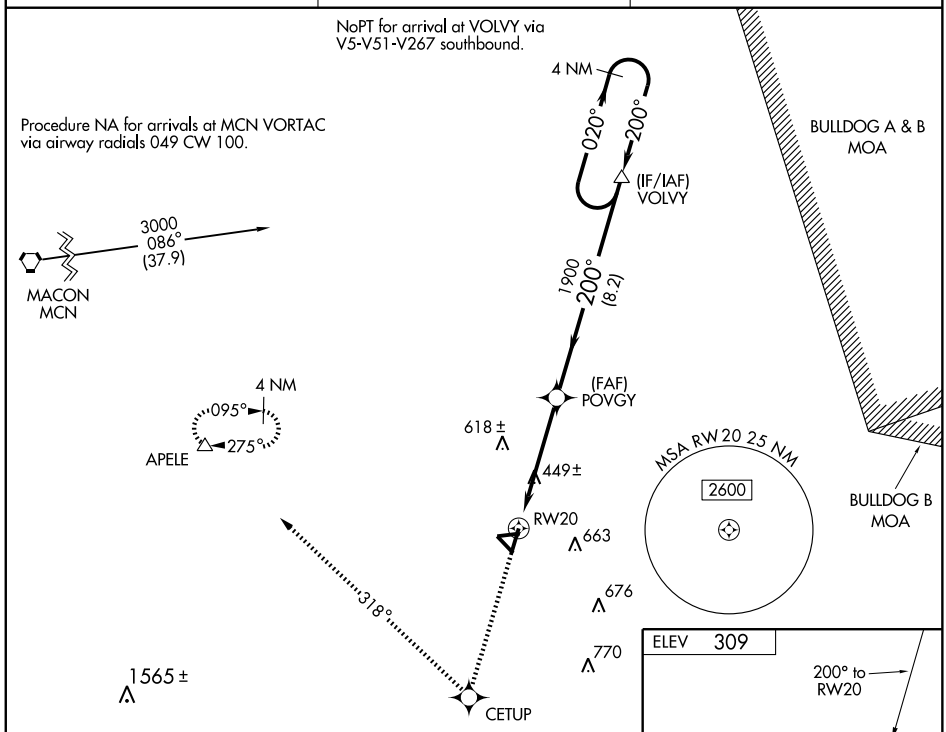
When local altimeter setting not received, use Vidalia altimeter setting and increase all MDAs 100 feet, LNAV Cat. C and D visibility ¼ mile, and circling Cat. D visibility ½ mile. Visiblity reduction by helicopters NA. VDP NA with Vidalia altimeter setting. DME/DME RNP-0.3 NA.

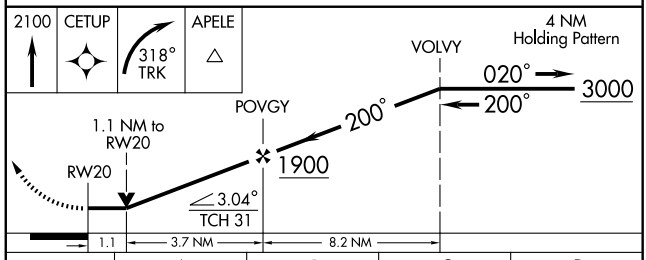
MISSED APPROACH: Climb to 2100 direct CETUP and right turn via 318° track to APELE and hold.

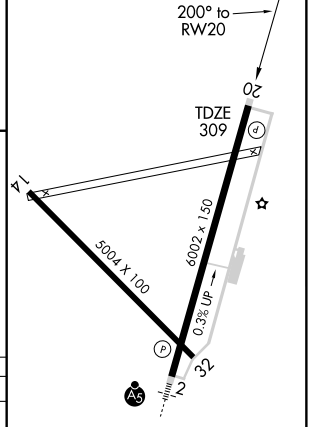
AWOS-3	ATLANTA APP CON ★	UNICOM
118.425	124.2 279.6	122.7 (CTAF) L

NoPT for arrival at VOLVY via V5-V51-V267 southbound.

Procedure NA for arrivals at MCN VORTAC via airway radials 049 CW 100.







CATEGORY	A	B	C	D
LNAV MDA	700-1 391 (400-1)			700-1¼ 391 (400-1¼)
CIRCLING	760-1 451 (500-1)		780-1½ 471 (500-1½)	1020-2¼ 711 (800-2¼)

HIRL Rwy 2-20 L

SE-4, 22 OCT 2009 to 19 NOV 2009

VORTAC DBN	APP CRS	Rwy Idg	N/A
113.1	275°	TDZE	N/A
Chan 78		Apt Elev	309

VOR-A

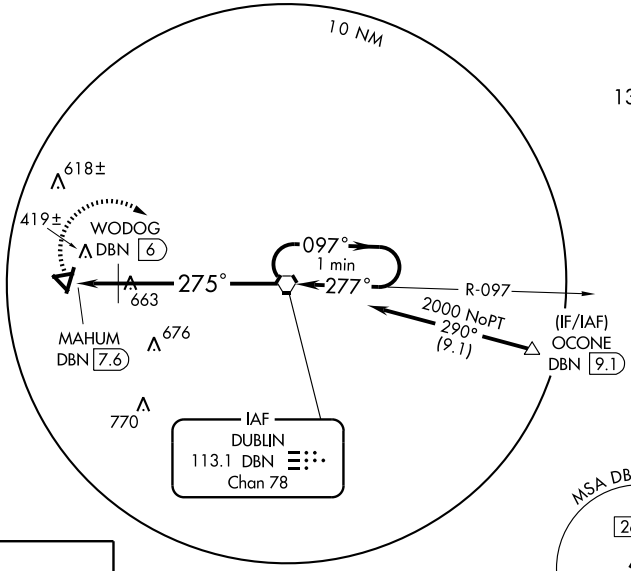
DUBLIN/ W.H. "BUD" BARRON (DBN)

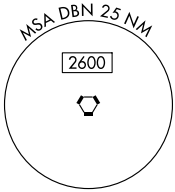
When local altimeter setting not received, use Vidalia altimeter setting and increase all MDAs 100 feet and Cat. C and D visibility ¼ mile. WODOG fix minima increase Cat. D visibility ½ mile.

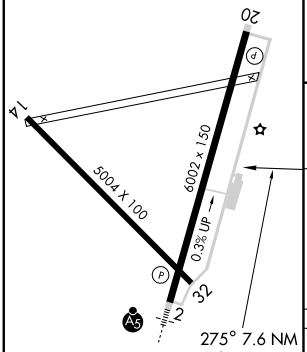
MISSED APPROACH: Climbing right turn to 2000 direct DBN VORTAC and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
118.425	124.2 279.6	122.7 (CTAF) L

Procedure NA for arrivals at OCONE via V70 northeast bound.

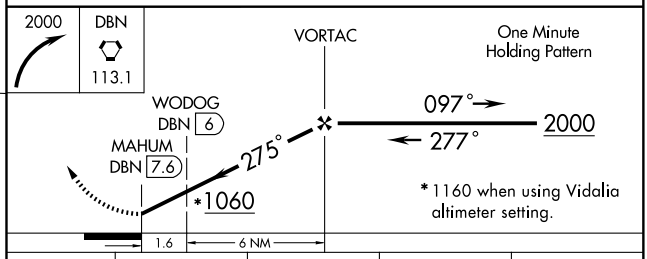






HIRL Rwy 2-20 L

FAF to MAP 7.6 NM					
Knots	60	90	120	150	180
Min:Sec	7:36	5:04	3:48	3:02	2:32



CATEGORY	A	B	C	D
CIRCLING	1060-1 751 (800-1)	1060-1¼ 751 (800-1¼)	1060-2¼ 751 (800-2¼)	1060-2½ 751 (800-2½)
WODOG FIX MINIMA				
CIRCLING	760-1 451 (500-1)		780-1½ 471 (800-1½)	1020-2¼ 711 (800-2¼)

SE-4, 22 OCT 2009 to 19 NOV 2009

LOC I-HUV	APP CRS	Rwy Idg	6506
109.55	019°	TDZE	300
		Apt Elev	304

ILS or LOC RWY 2

EASTMAN/ HEART OF GEORGIA REGIONAL (EZM)

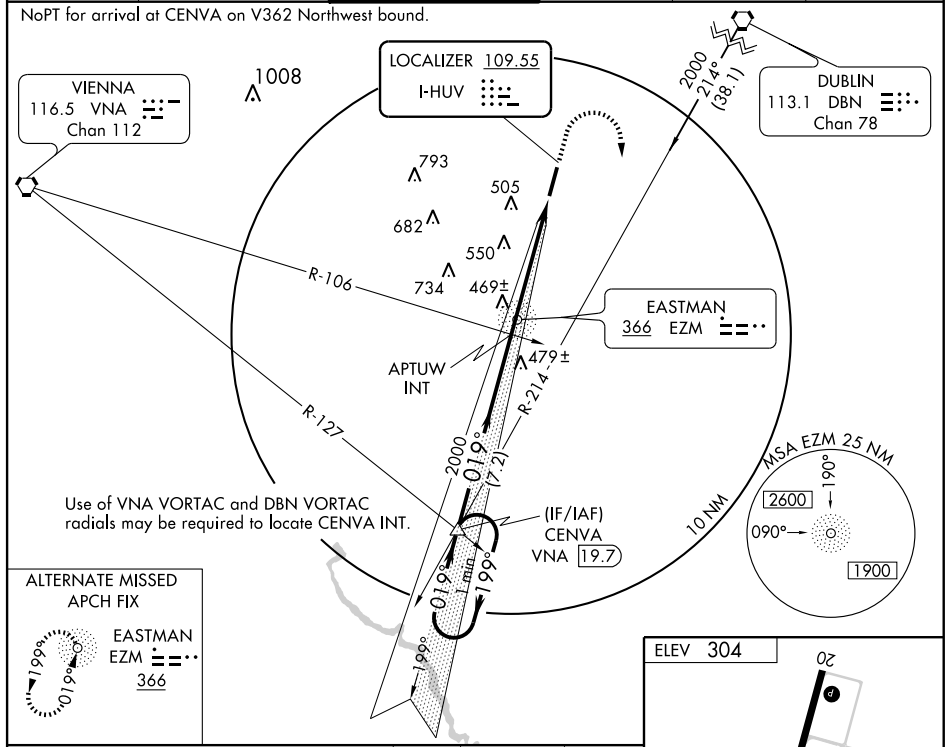
When local altimeter setting not received, use Dublin altimeter setting and increase DA to 552 feet and all MDAs 60 feet and S-LOC 2 Cat. D visibility ¼ mile.

MALSR

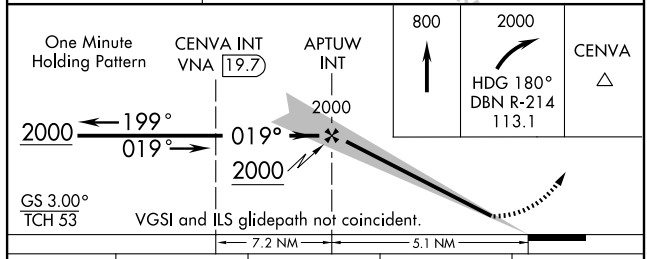
MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via heading 180° and DBN VORTAC R-214 to CENVA Int/19.7 DME and hold.

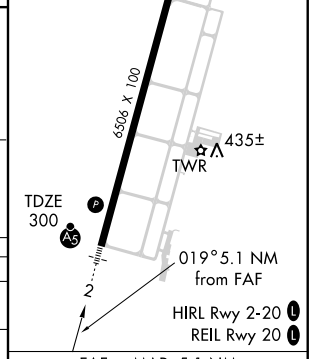
ATIS	ATLANTA APP CON ★	EASTMAN TOWER ★	GND CON	GCO	UNICOM
119.425	124.2 279.6	124.55 (CTAF) L	121.175	121.725	123.0

NoPT for arrival at CENVA on V362 Northwest bound.



ALTERNATE MISSED APCH FIX





CATEGORY	A	B	C	D
S-ILS 2	500-½ 200 (200-½)			
S-LOC 2	720-½ 420 (500-½)		720-¾ 420 (500-¾)	
CIRCLING	760-1 456 (500-1)	820-1 516 (600-1)	820-1½ 516 (600-1½)	860-2 556 (600-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-4, 22 OCT 2009 to 19 NOV 2009

NDB EZM 366	APP CRS 019°	Rwy Idg 6506 TDZE 300 Apt Elev 304

NDB RWY 2

EASTMAN/HEART OF GEORGIA RGNL (EZM)

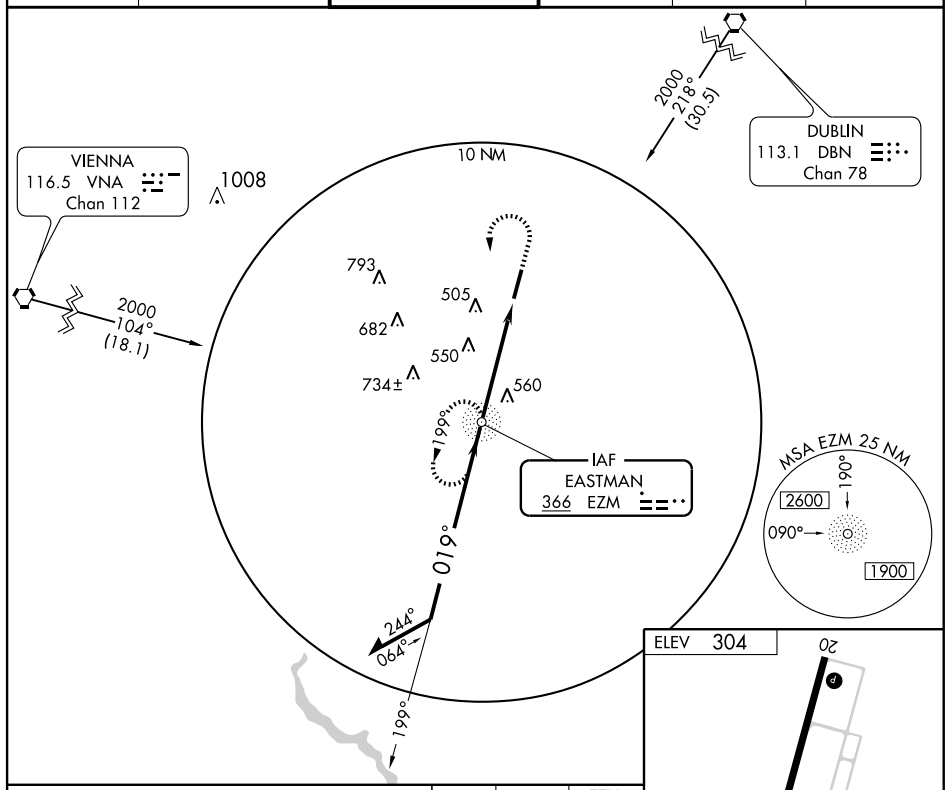
When local altimeter setting not received, use Dublin altimeter setting and increase all MDAs 60 feet and S-2 Cats C and D visibility ¼ mile, Circling Cat. C visibility ¼ mile.

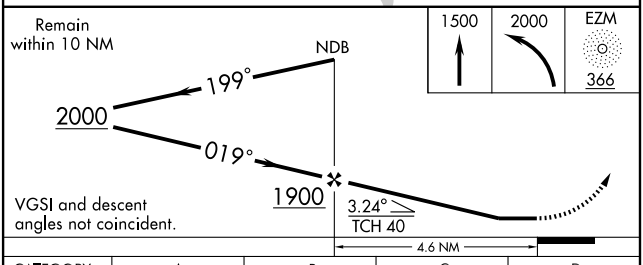
T A NA

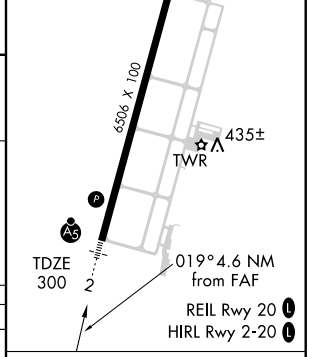
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct EZM NDB and hold.

ATIS	ATLANTA APP CON ★	EASTMAN TOWER ★	GND CON	GCO	UNICOM
119.425	124.2 279.6	124.55 (CTAF) L	121.175	121.725	123.0







CATEGORY	A	B	C	D
S-2	900-¾ 600 (600-¾)		900-1 600 (600-1)	900-1½ 600 (600-1½)
CIRCLING	900-1 596 (600-1)		900-1½ 596 (600-1½)	900-2 596 (600-2)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	6506
CH 82104	019°	TDZE	300
W02A		Apt Elev	304

RNAV (GPS) RWY 2

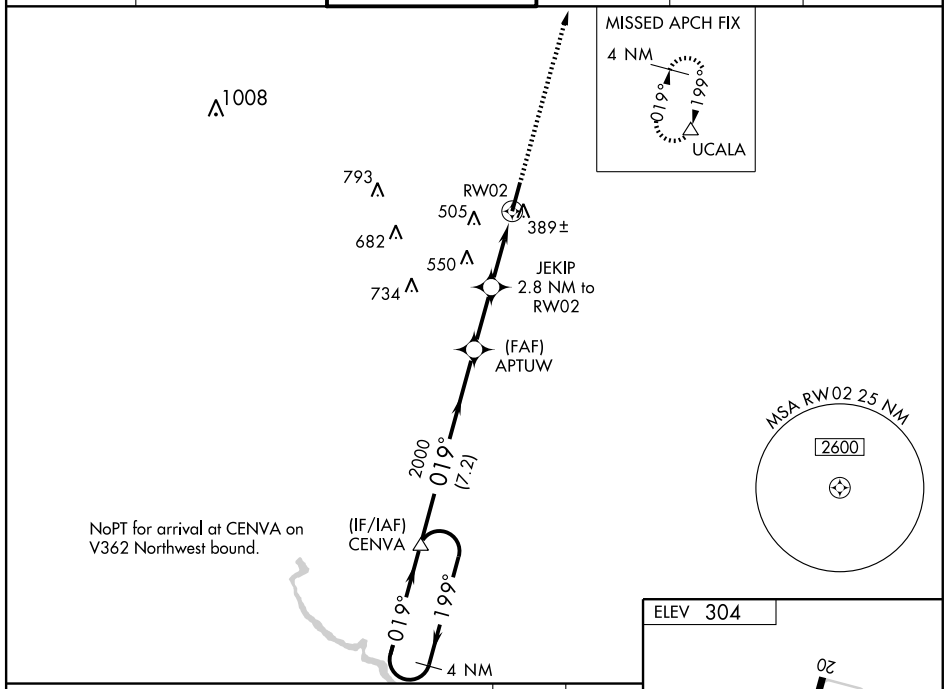
EASTMAN/ HEART OF GEORGIA RGNL (EZM)

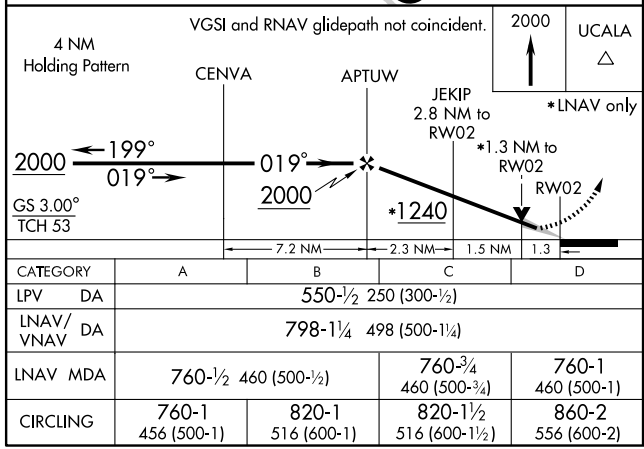
T A NA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Dublin altimeter setting. For inoperative MALSR, increase LPV all Cats visibility ½ mile when using Dublin altimeter setting. When local altimeter setting not received, use Dublin altimeter setting and increase all DAs/MDAs 60 feet and LPV all Cats, LNAV/VNAV all Cats, LNAV Cat. C and D visibilities ¼ mile.

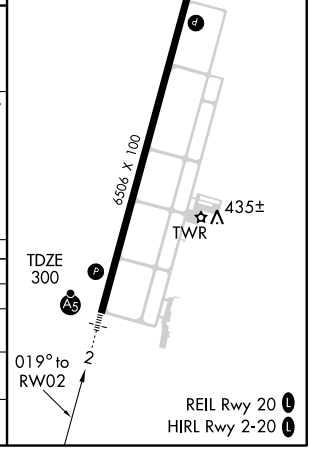
MALSR

MISSED APPROACH: Climb to 2000 direct UCALA and hold.

ATIS	ATLANTA APP CON ★	EASTMAN TOWER ★	GND CON	GCO	UNICOM
119.425	124.2 279.6	124.55 (CTAF) L	121.175	121.725	123.0







CATEGORY	A	B	C	D
LPV DA	550-½ 250 (300-½)			
LNAV/ VNAV DA	798-1¼ 498 (500-1¼)			
LNAV MDA	760-½ 460 (500-½)		760-¾ 460 (500-¾)	760-1 460 (500-1)
CIRCLING	760-1 456 (500-1)	820-1 516 (600-1)	820-1½ 516 (600-1½)	860-2 556 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	6506
199°	TDZE	304
	Apt Elev	304

RNAV (GPS) RWY 20

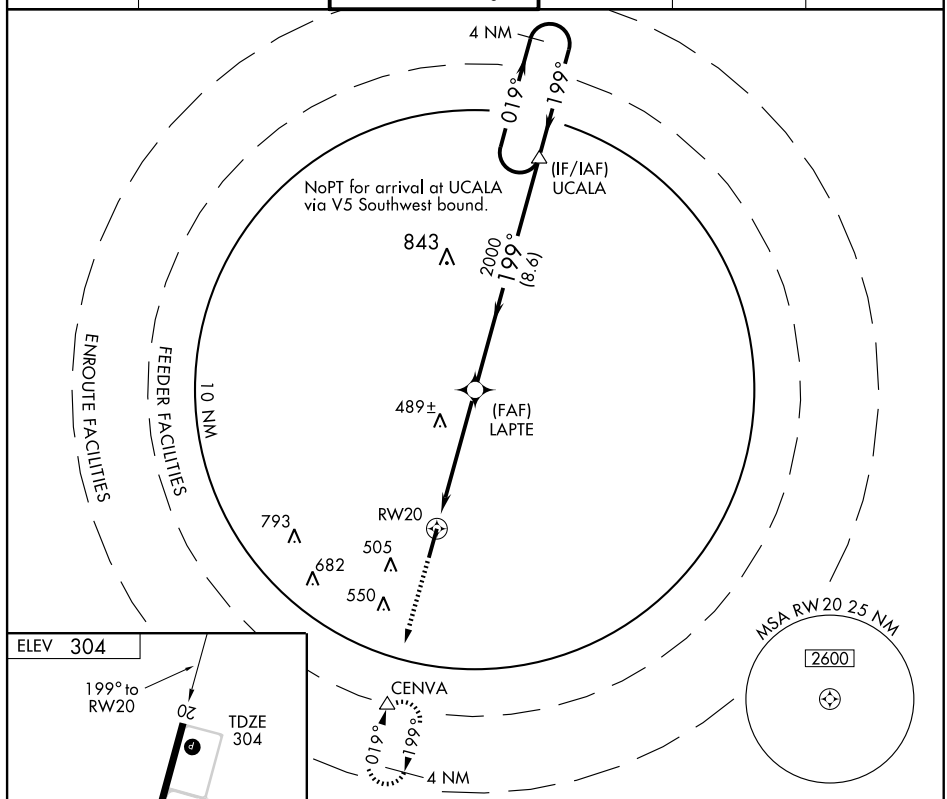
EASTMAN/HEART OF GEORGIA RGNL (EZM)

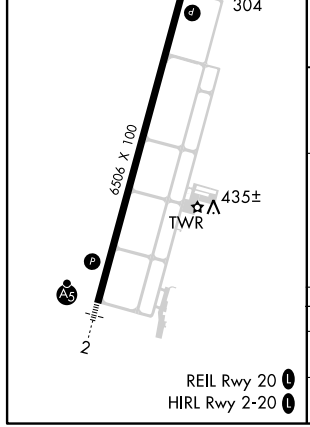
When local altimeter setting not received, use Dublin altimeter setting and increase all MDAs 60 feet.
VDP NA when using Dublin altimeter setting.
DME/DME RNP-0.3 NA.

NA

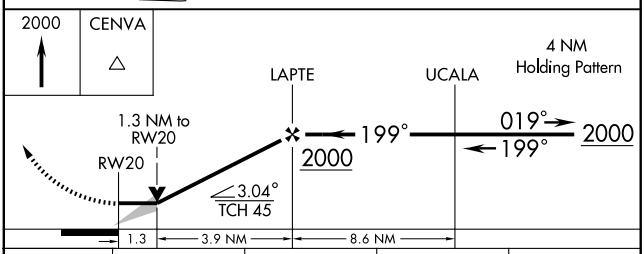
MISSED APPROACH: Climb to 2000 direct CENVA and hold.

ATIS	ATLANTA APP CON ★	EASTMAN TOWER ★	GND CON	GCO	UNICOM
119.425	124.2 279.6	124.55 (CTAF) L	121.175	121.725	123.0





REIL Rwy 20 L
HIRL Rwy 2-20 L



CATEGORY	A	B	C	D
LNAV MDA	740-1 436 (500-1)		740-1¼ 436 (500-1¼)	740-1½ 436 (500-1½)
CIRCLING	760-1 456 (500-1)	820-1 516 (600-1)	820-1½ 516 (600-1½)	860-2 556 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

VORTAC VNA	APP CRS	Rwy Idg	N/A
116.5	088°	TDZE	N/A
Chan 112		Apt Elev	304

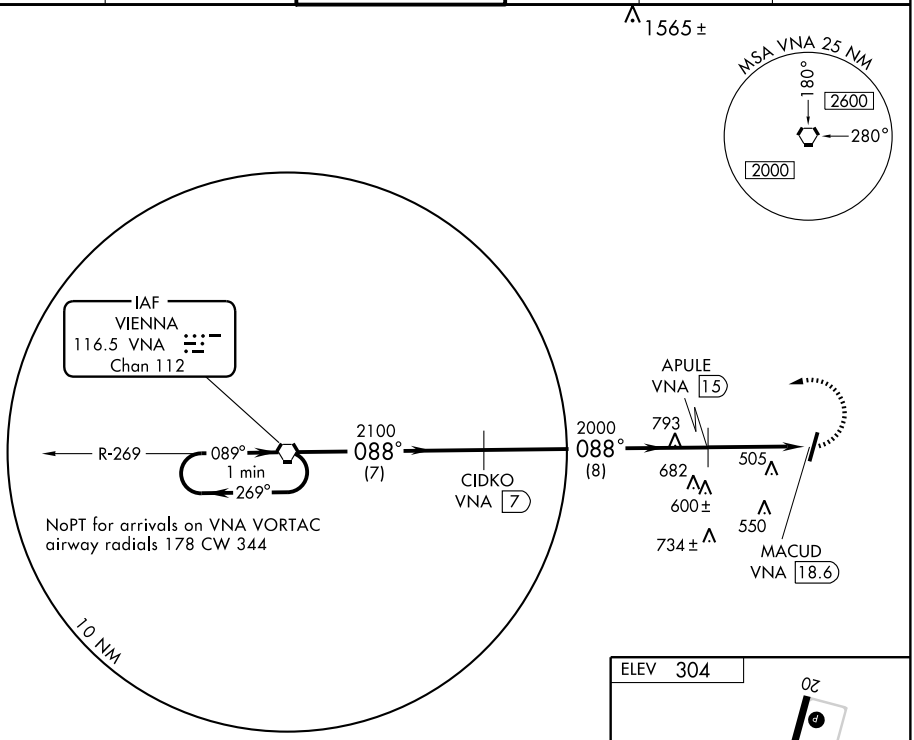
VOR/DME-A

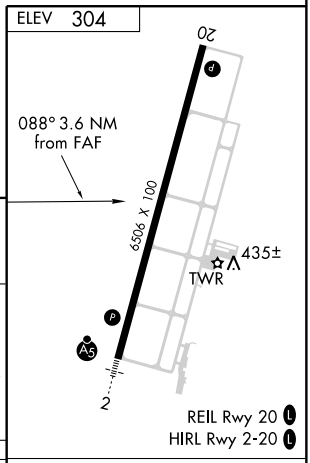
EASTMAN/ HEART OF GEORGIA RGNL (EZM)

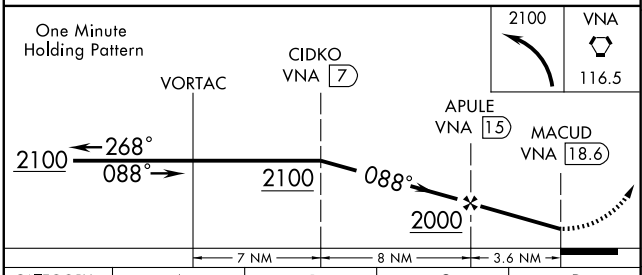
T
A NA — When local altimeter setting not received, use Dublin altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2100 direct VNA VORTAC and hold.

ATIS	ATLANTA APP CON ★	EASTMAN TOWER ★	GND CON	GCO	UNICOM
119.425	124.2 279.6	124.55 (CTAF) L	121.175	121.725	123.0







CATEGORY	A	B	C	D
CIRCLING	760-1 456 (500-1)	820-1 516 (600-1)	820-1½ 516 (600-1½)	860-2 556 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy ldg	4000
104°	TDZE	600
	Apt Elev	603

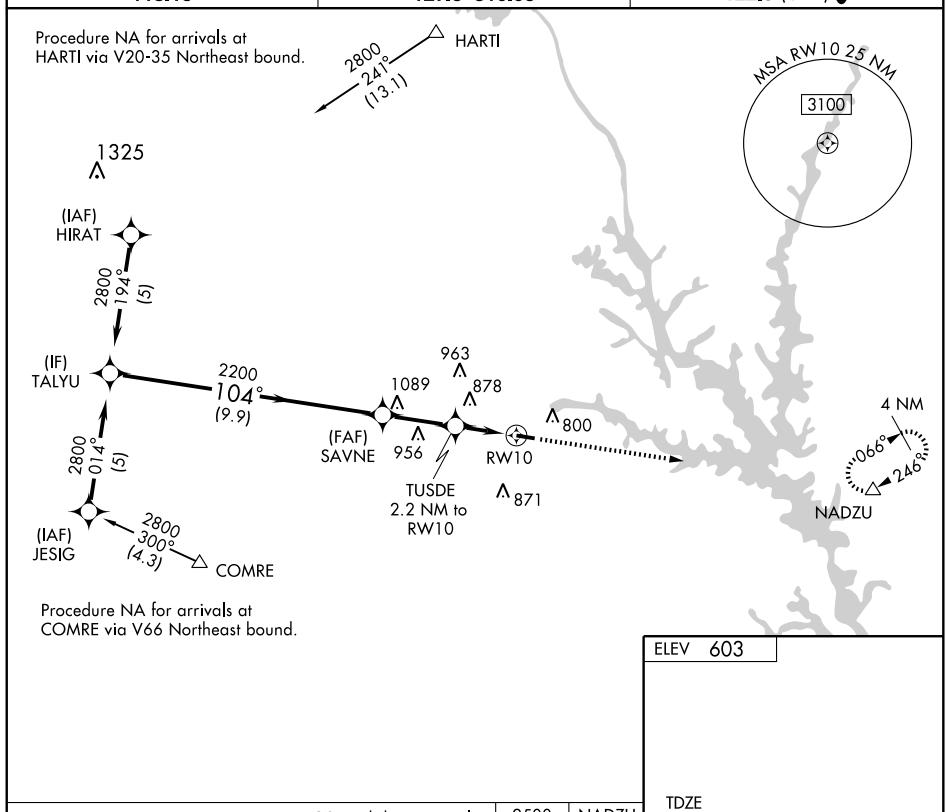
RNAV (GPS) RWY 10

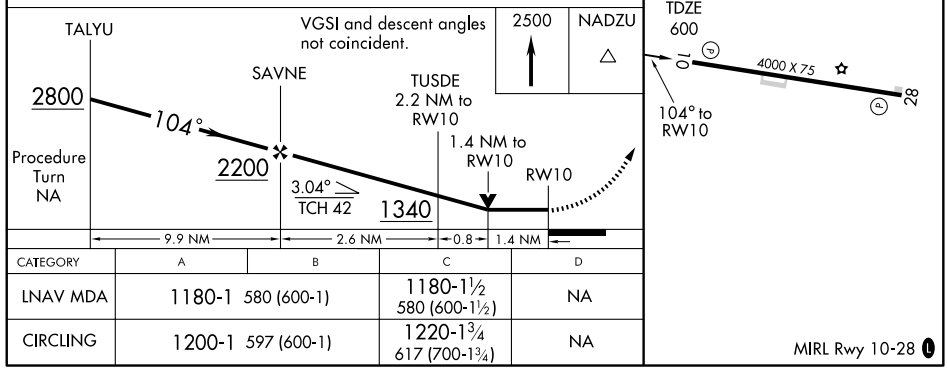
ELBERTON/ ELBERT COUNTY-PATZ FIELD (27A)

When local altimeter not received, use Anderson altimeter setting and increase all MDA 100 feet, LNAV Cat. C visibility ½ mile and Circling Cat. C visibility ¼ mile. VDP NA when using Anderson altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct NADZU and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
118.15	127.5 316.05	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1180-1 580 (600-1)		1180-1½ 580 (600-1½)	NA
CIRCLING	1200-1 597 (600-1)		1220-1¾ 617 (700-1¾)	NA

MIRL Rwy 10-28 L

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4000
284°	TDZE	603
	Apt Elev	603

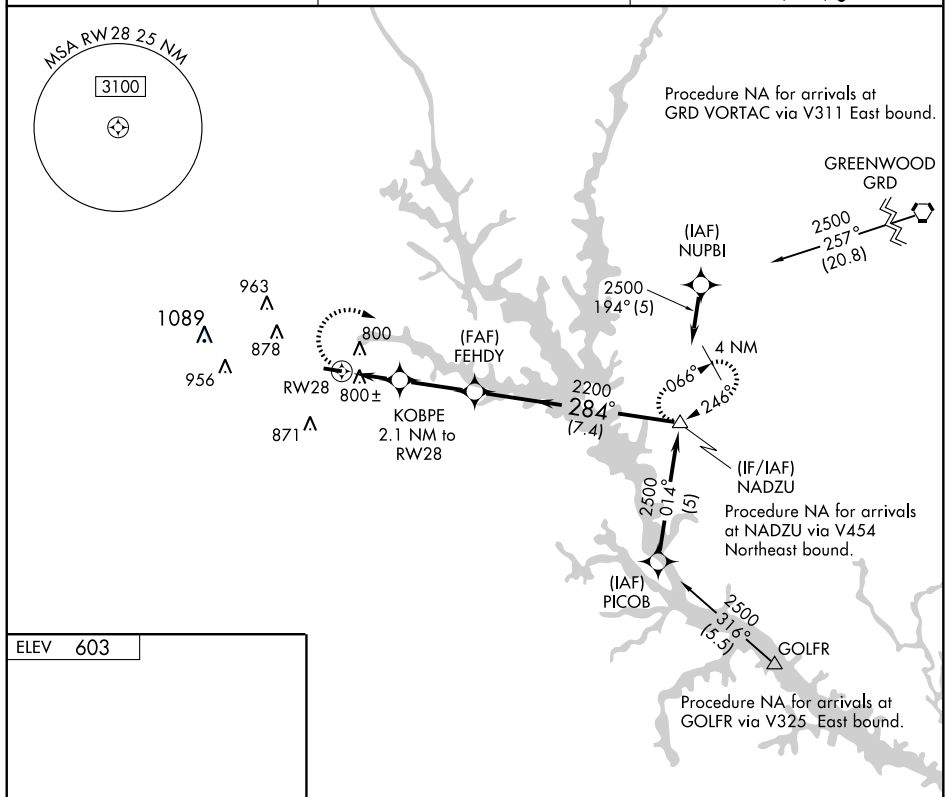
RNAV (GPS) RWY 28

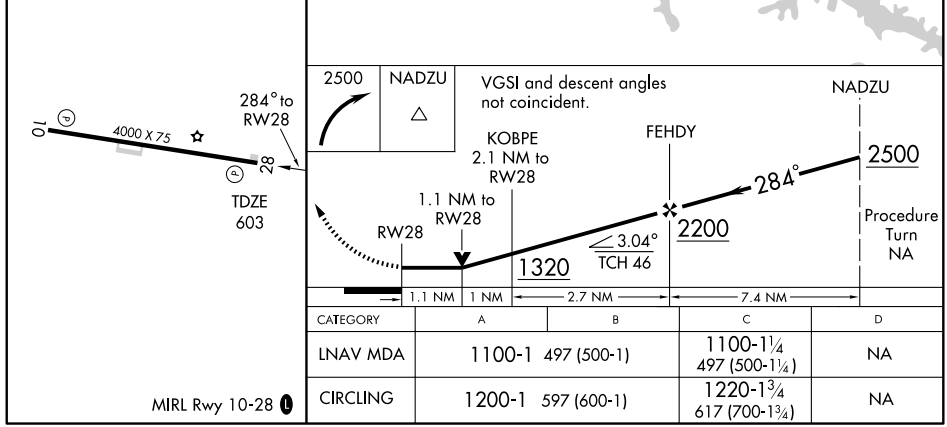
ELBERTON/ ELBERT COUNTY-PATZ FIELD (27A)

When local altimeter not received, use Anderson altimeter setting and increase all MDA 100 feet and LNAV and Circling Cat. C visibility ¼ mile. VDP NA when using Anderson altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2500 direct NADZU and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
118.15	127.5 316.05	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1100-1 497 (500-1)		1100-1¼ 497 (500-1¼)	NA
CIRCLING	1200-1 597 (600-1)		1220-1¾ 617 (700-1¾)	NA

MIRL Rwy 10-28 L

SE-4, 22 OCT 2009 to 19 NOV 2009

ELBERTON, GEORGIA

AL-6567 (FAA)

VORTAC AHN	APP CRS	Rwy Idg	4000
109.6	070°	TDZE	600
Chan 33		Apt Elev	603

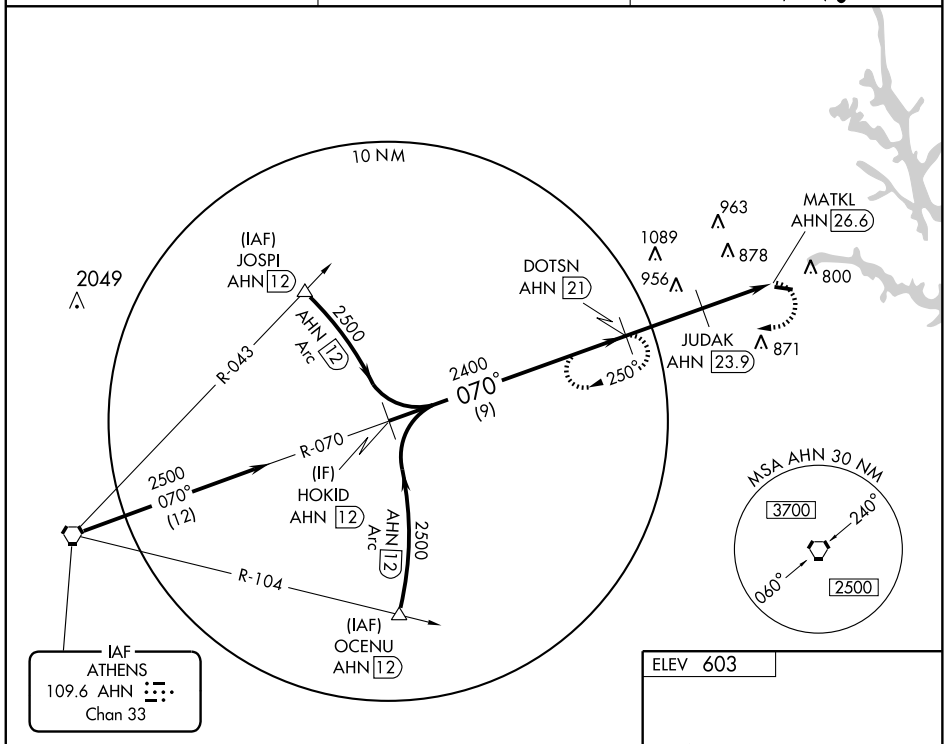
VOR/DME RWY 10

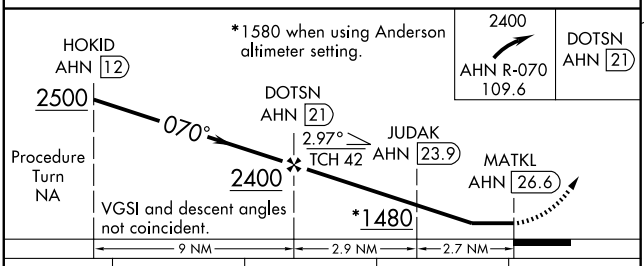
ELBERTON/ ELBERT COUNTY-PATZ FIELD (27A)

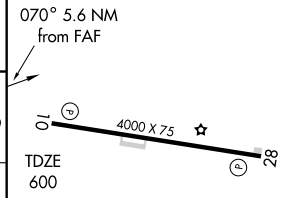
When local altimeter setting not received, use Anderson altimeter setting and increase all MDA 100 feet, S-10 and Circling Cat. C visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2400 via AHN R-070 to DOTSN/AHN 21 DME and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
118.15	127.5 316.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-10	1300-1 700 (700-1)	1300-1¼ 700 (700-1¼)	1300-2 700 (700-2)	NA
CIRCLING	1300-1 697 (700-1)	1300-1¼ 697 (700-1¼)	1300-2 697 (700-2)	NA

MIRL Rwy 10-28 L

SE-4, 22 OCT 2009 to 19 NOV 2009

LOC I-FQR	APP CRS	Rwy Idg	5002
111.1	015°	TDZE	365
		Apt Elev	365

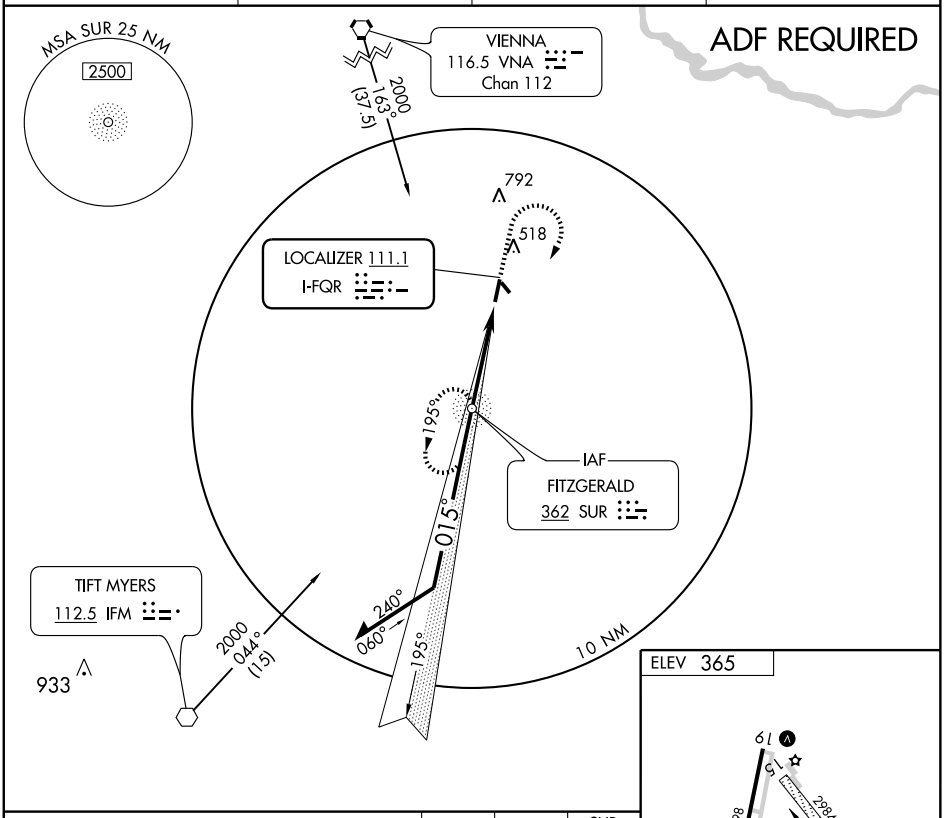
LOC RWY 1
FITZGERALD MUNI (FZG)

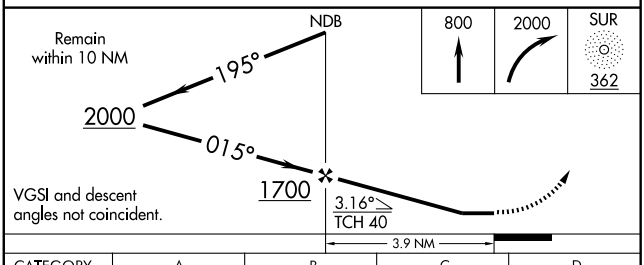
NA — Obtain local altimeter setting on AWOS. Visibility reduction by helicopters NA. Inoperative table does not apply.

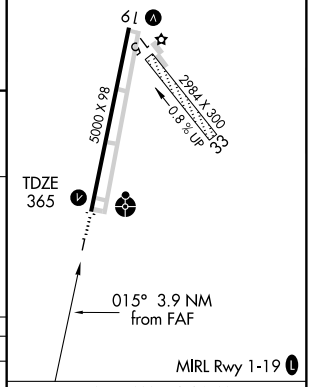
ODALS

MISSED APPROACH: Climb to 800, then climbing right turn to 2000 direct SUR NDB and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
118.625	132.3 290.4	121.725	123.0 (CTAF)







CATEGORY	A	B	C	D
S-1	740-1	375 (400-1)		740-1¼ 375 (400-1¼)
CIRCLING	860-1	495 (500-1)	860-1½ 495 (500-1½)	920-2 555 (600-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

SE-4, 22 OCT 2009 to 19 NOV 2009

NDB SUR	APP CRS	Rwy Idg	5002
362	015°	TDZE	365
		Apt Elev	365

NDB or GPS RWY 1

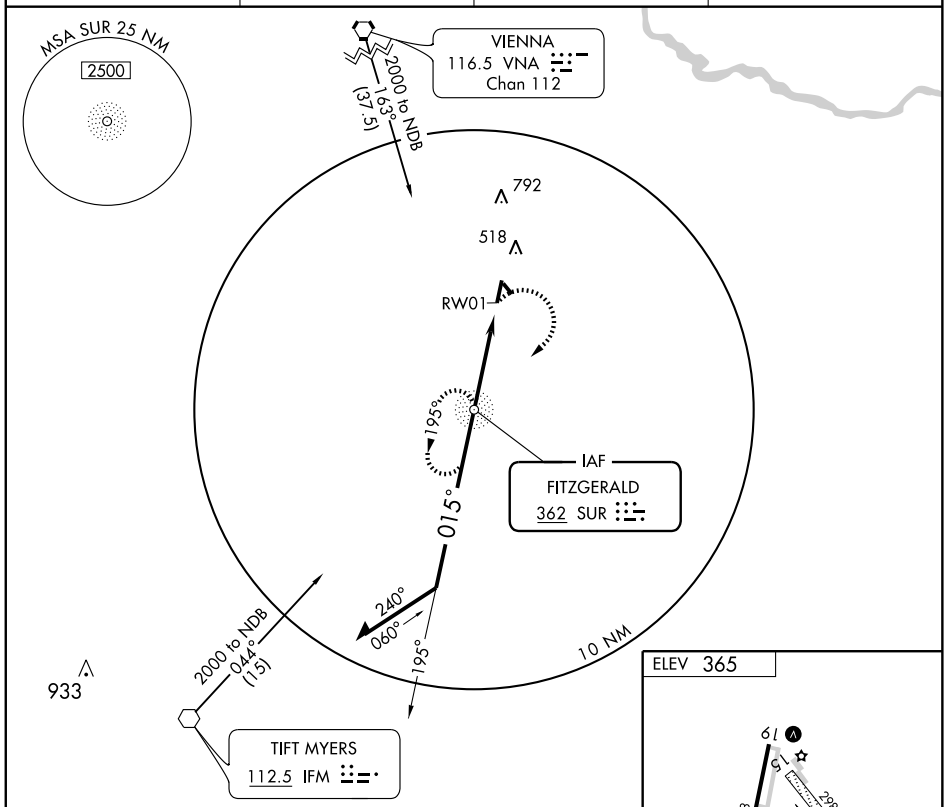
FITZGERALD MUNI (FZG)

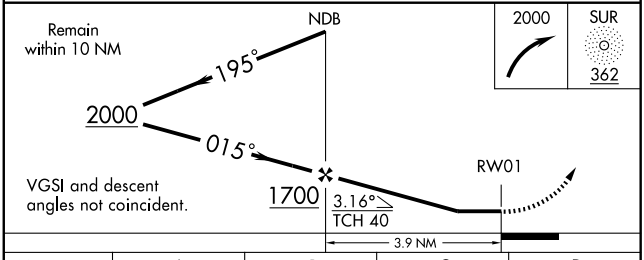
NA — Obtain local altimeter setting on AWOS. Visibility reduction by helicopters NA. Inoperative table does not apply.

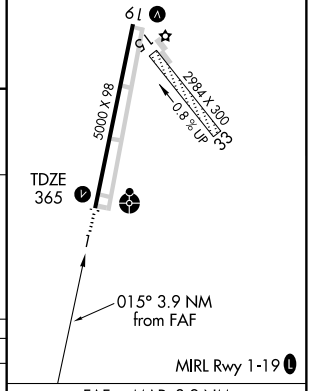
ODALS

MISSED APPROACH: Climbing right turn to 2000 direct SUR NDB and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
118.625	132.3 290.4	121.725	123.0 (CTAF) L





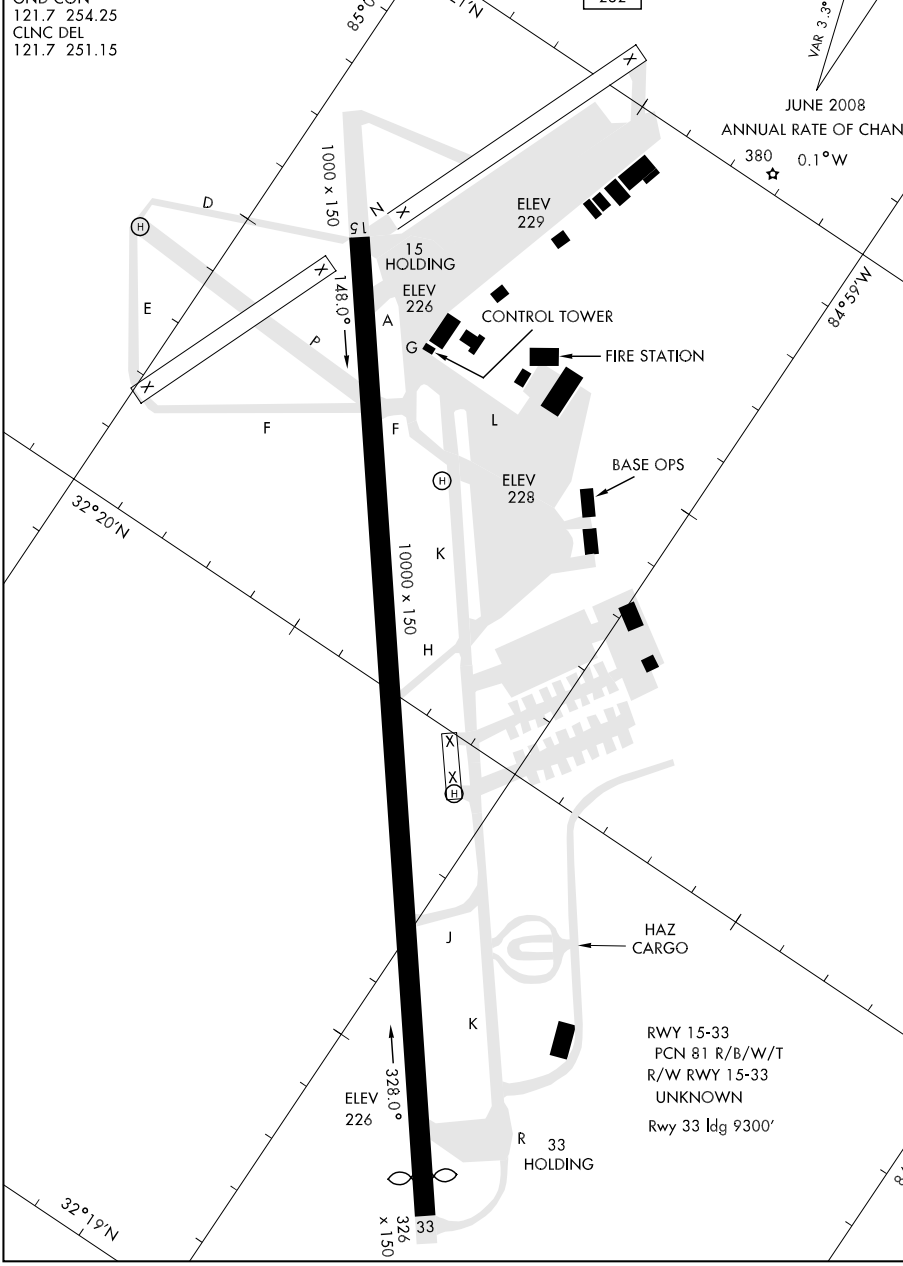


CATEGORY	A	B	C	D
S-1	780-1 415 (500-1)		780-1¼ 415 (500-1¼)	
CIRCLING	860-1 495 (500-1)		860-1½ 495 (500-1½)	920-2 555 (600-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

SE-4, 22 OCT 2009 to 19 NOV 2009



SE-4, 22 OCT 2009 to 19 NOV 2009

AIRPORT DIAGRAM

FT. BENNING (COLUMBUS), GEO
LAWSON AAF (KL

ILS or LOC RWY 33

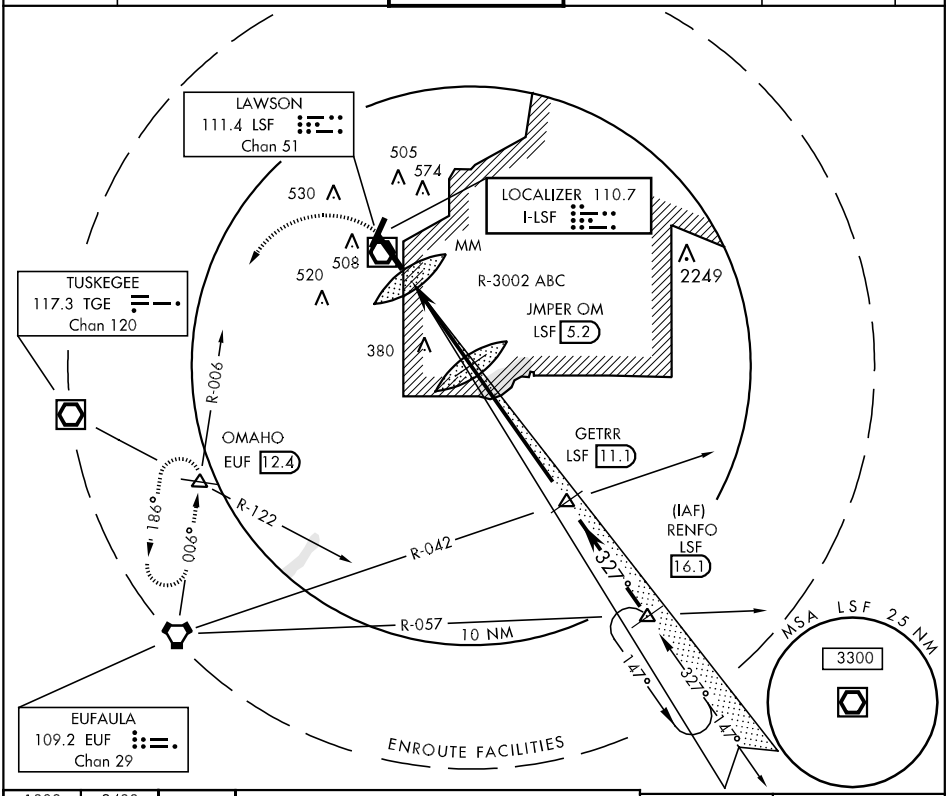
LOC I-LSF	APCH CRS	Rwy ldg / TDZE / Arpt Elev	AL-146 [USA]	LAWSON AAF (KLSF)
110.7	327°	9300 / 226 / 232		

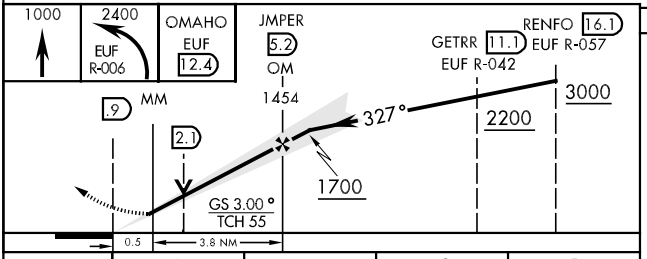
▼ ★ Circling not authorized E of Rwy 15-33 and SE of clsd rwy.
▲ NA when twr clsd.

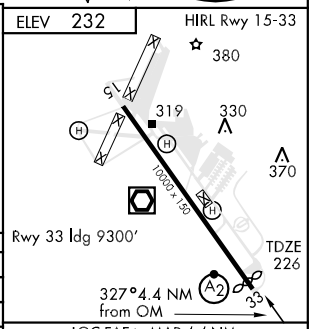
SALSF (A2)

MISSED APPROACH: Climb to 1000 then climbing left turn to 2400 via EUF R-006 to OMAHO INT/EUF 12.4 DME and hold.

ATIS ★	ATLANTA APP CON		LAWSON TOWER ★	GND CON	CLNC DEL	ASR/PAR
134.375	125.5 323.1	blw 7000	119.05 269.525	121.7 254.25	121.7 251.15	
	126.55 353.75	7000 and abv				







CATEGORY	A	B	C	D
S-ILS 33	426/24 200 (200-½)		426/40 200 (200-¾)	
S-LOC 33	640/40 414 (500-¾)		640/50 414 (500-1)	
CIRCLING ★	820-1 588 (600-1)		840-1¾ 608 (700-1¾)	880-2 648 (700-2)
S-PAR 33	426/24 200 (200-½)		426/40 200 (200-¾) GS 3.0°	

LOC FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

RNAV (GPS) RWY 15

APCH CRS	Rwy ldg	10,000
147°	TDZE	226
	Arpt Elev	232

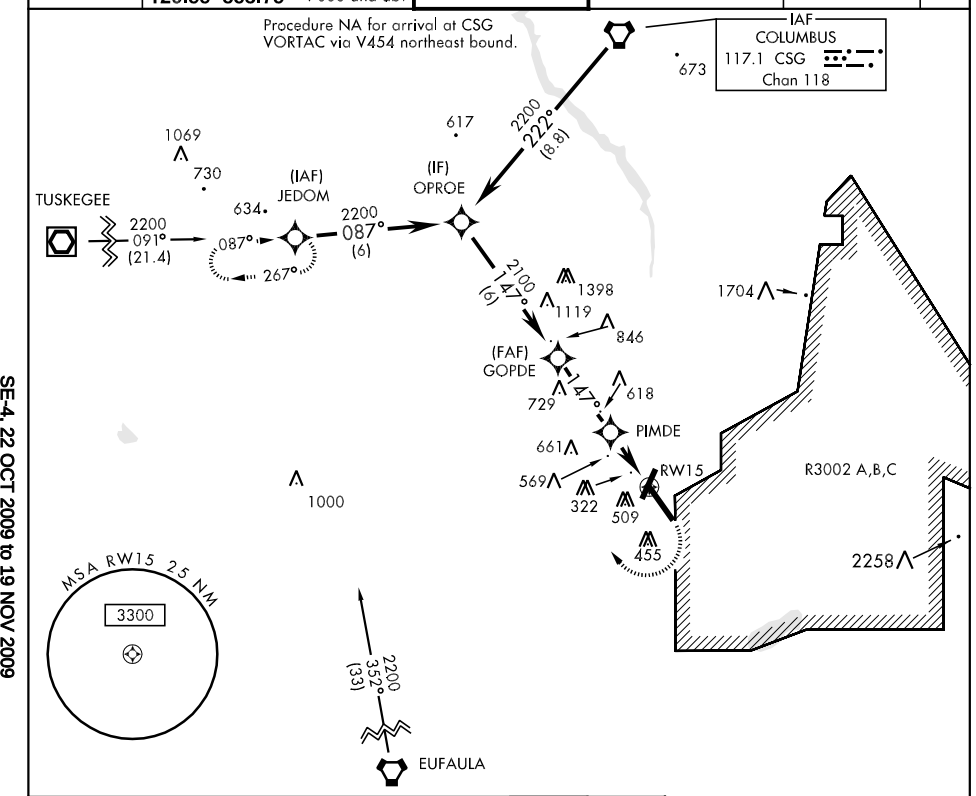
AL-146 [USA]

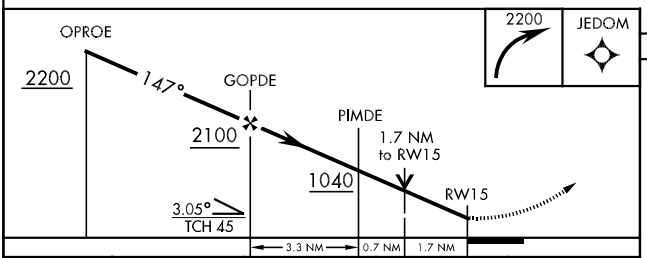
LAWSON AAF (KLSF)

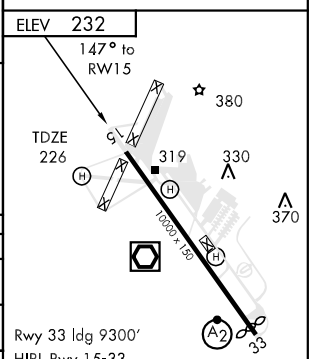
▼ ▲ * Circling not authorized E of Rwy 15-33. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2200 direct JEDOM and hold.

ATIS ★	ATLANTA APP CON		LAWSON TOWER ★	GND CON	CLNC DEL	ASR/ PAR
134.375	125.5 323.1	blw 7000	119.05 269.525	121.7 254.25	121.7 251.15	
	126.55 353.75	7000 and abv				







CATEGORY	A	B	C	D
LNAV MDA	820/50	594 (600-1)	820-1½ 594 (600-1½)	820-1¾ 594 (600-1¾)
CIRCLING*	820-1	588 (600-1)	840-1¾ 608 (700-1¾)	880-2 648 (700-2)
S-PAR 15	426/40	200 (200-¾)	GS 3.0°	

Rwy 33 ldg 9300'
HIRL Rwy 15-33

RNAV (GPS) RWY 33

APCH CRS	Rwy ldg 9300
327°	TDZE 226
	Arpt Elev 232

AL-146 [USA]

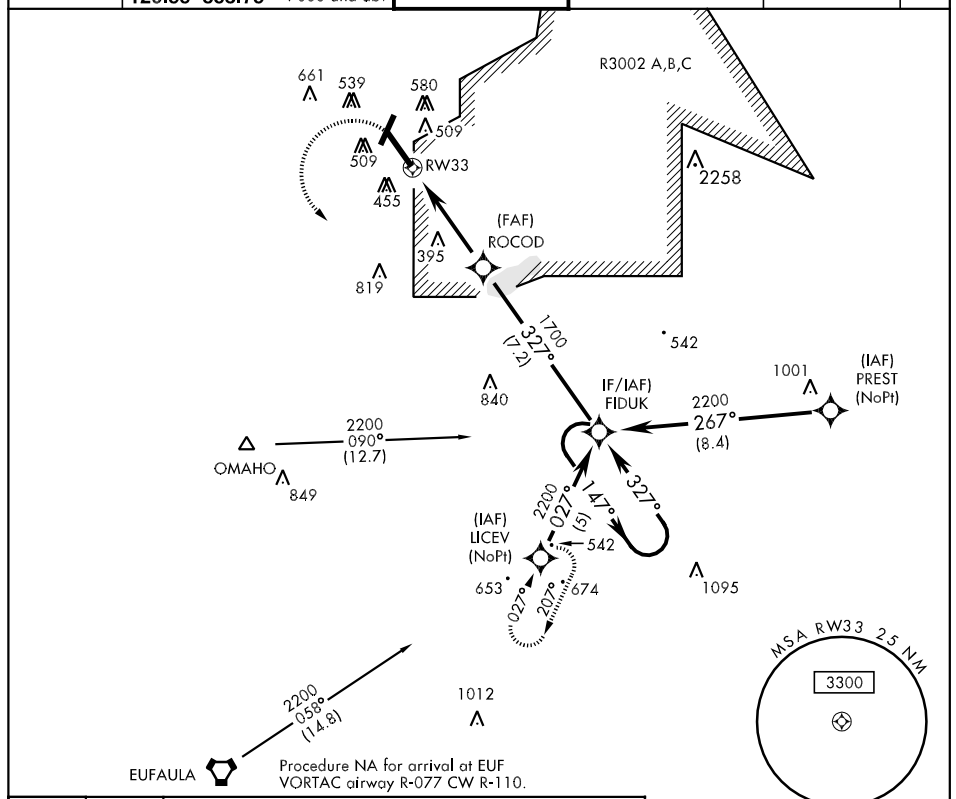
LAWSON AAF (KLSF)

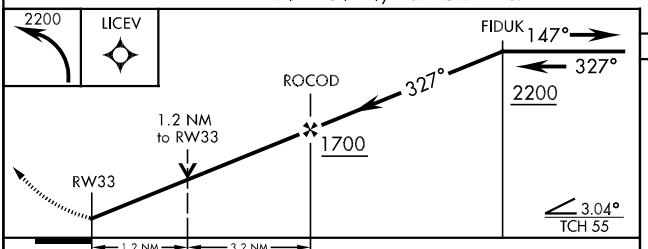
▼ * When ALS inop, increase CAT D vis to 1½ miles.
▲ ** Circling not authorized E of Rwy 15-33.
DME/DME RNP-0.3 NA.

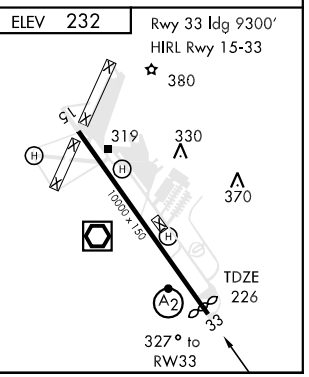
SALSF (A2)

MISSED APPROACH: Climbing left turn to 2200 direct LICEV and hold.

ATIS ★	ATLANTA APP CON		LAWSON TOWER ★	GND CON	CLNC DEL	ASR/ PAR
134.375	125.5 323.1	blw 7000	119.05 269.525	121.7 254.25	121.7 251.15	
	126.55 353.75	7000 and abv				







CATEGORY	A		B	C	D
LNAV MDA*	660/40	434	(500-¾)	660/50 434 (500-1)	660/60 434 (500-1¼)
CIRCLING**	820-1	588	(600-1)	840-1¾ 608 (700-1¾)	880-2 648 (700-2)
S-PAR 33	426/24	200	(200-½)	426/40 200	(200-¾) GS 3.0°

VOR-A

VOR/DME LSF	APCH CRS	Rwy ldg	N/A
111.4 Chan 51	028°	TDZE	N/A
		Arpt Elev	232

AL-146 [USA]

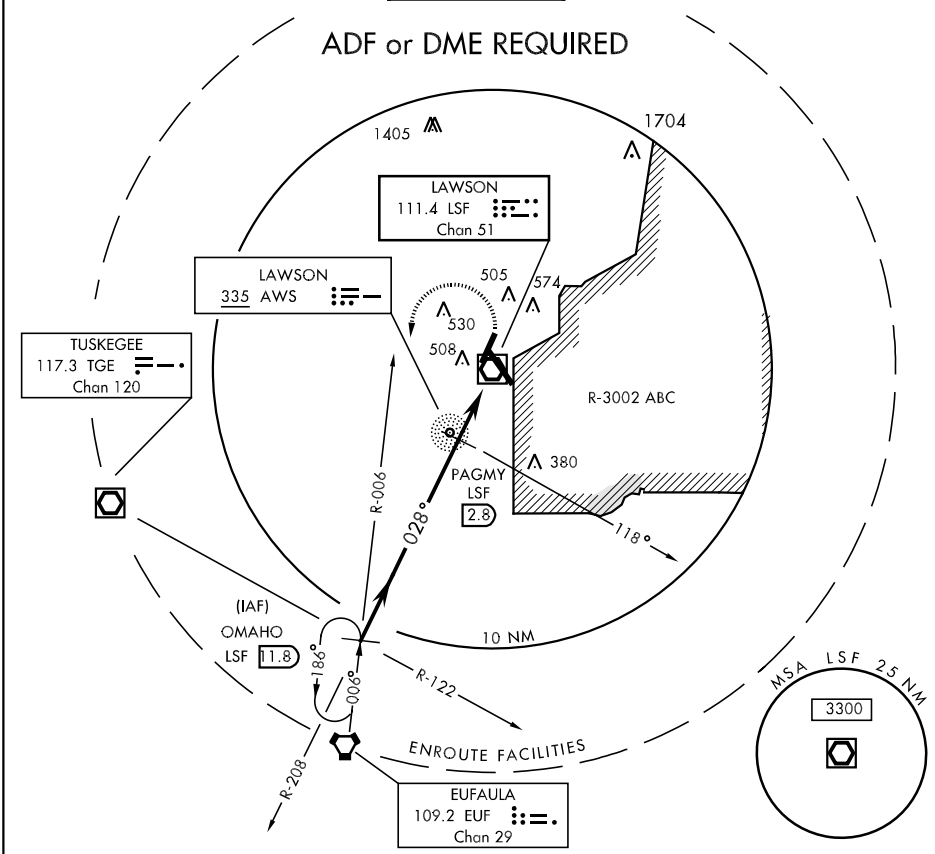
LAWSON AAF (KLSF)

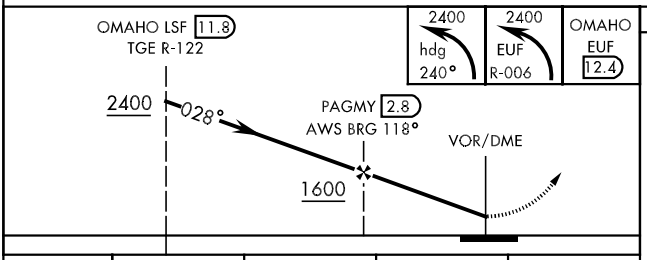
▼ * Circling not authorized E of Rwy 15-33.
▲ NA when tower closed.

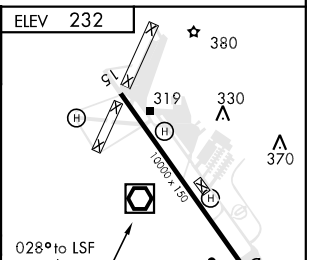
MISSED APPROACH: Climbing left turn to 2400 via heading 240° and EUF VORTAC R-006 to OMAHO INT/EUF 12.4 and hold.

ATIS *	ATLANTA APP CON		LAWSON TOWER *	GND CON	CLNC DEL	ASR/PAR
134.375	125.5 323.1	blw 7000	119.05 269.525	121.7 254.25	121.7 251.15	
	126.55 353.75	7000 and abv				

ADF or DME REQUIRED







CATEGORY	A	B	C	D
CIRCLING *	820-1	588 (600-1)	840-1¾ 608 (700-1¾)	880-2 648 (700-2)

VOR/DME RWY 15

VOR/DME LSF	APCH CRS	Rwy ldg	10000
111.4	158°	TDZE	226
Chan 51		Arpt Elev	232

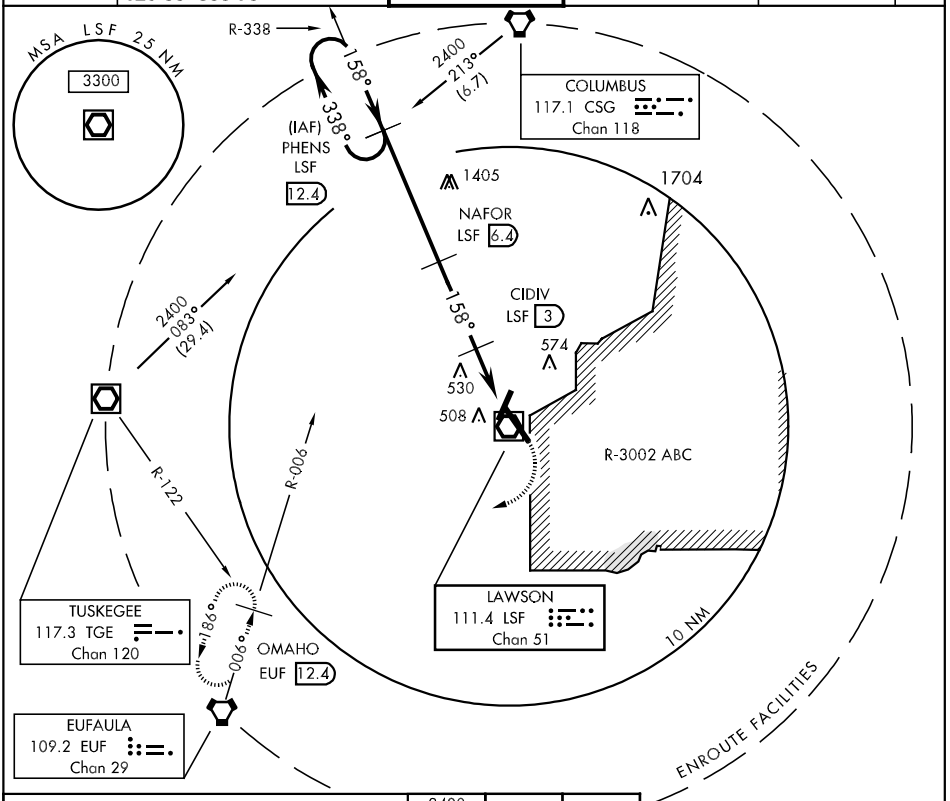
AL-146 [USA]

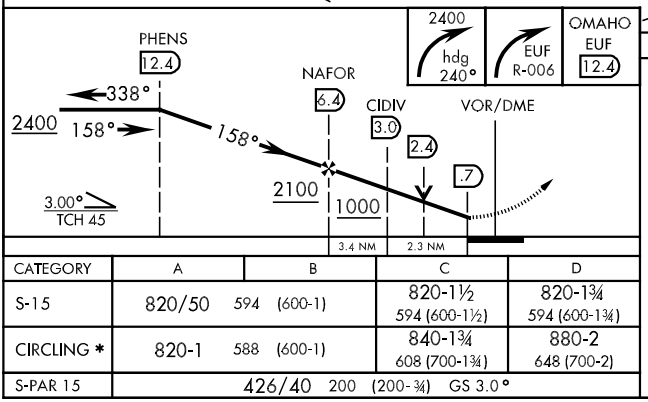
LAWSON AAF (KLSF)

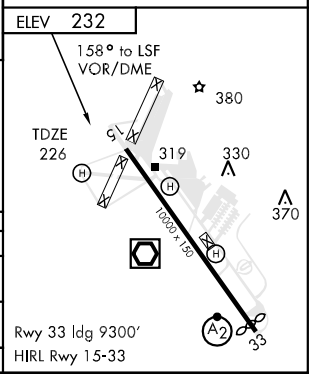
▼ ✱ Circling not authorized E of Rwy 15-33.

MISSED APPROACH: Climbing right turn to 2400 via heading 240° and EUF R-006 to OMAHO INT/EUF 12.4 DME and hold.

ATIS ✱	ATLANTA APP CON		LAWSON TOWER ✱	GND CON	CLNC DEL	ASR/ PAR
134.375	125.5 323.1	blw 7000	119.05 269.525	121.7 254.25	121.7 251.15	
	126.55 353.75	7000 and abv				







CATEGORY	A	B	C	D
S-15	820/50	594 (600-1)	820-1½ 594 (600-1½)	820-1¾ 594 (600-1¾)
CIRCLING ✱	820-1	588 (600-1)	840-1¾ 608 (700-1¾)	880-2 648 (700-2)
S-PAR 15	426/40	200 (200-¾)	GS 3.0°	

AIRPORT DIAGRAM

AL-5170 (FAA)

FORT STEWART(HINESVILLE), GEORGIA

ATIS
118.475 239.025
WRIGHT TOWER*
126.25 269.275
GND CON
121.7 273.575

FIELD ELEV 45

31°54′N

VAR 5.7° W

JANUARY 2005
ANNUAL RATE OF CHANGE
0.4° W

ELEV 37
7SL
146.2°
ELEV 33
24R
236.3°
7SR
24L
146.2°
5007 X 100
236.2°
2610 X 100
ELEV 38
ELEV 38
5002 X 150
2520 X 100
0.3% UP
TRANSIENT RAMP
ELEV 42
6L
056.3°
ELEV 41
6R
056.2°
326.2°
33L
326.2°
ELEV 31
ELEV 33
33R
HANGAR
FIRE STATION
TWR 176
BASE OPS
FBO

31°53′N

RWY 6L-24R
PCN 21 F/A/W/T
RWY 6R-24L
PCN 14 F/A/W/T
RWY 15L-33R
PCN 11 F/A/W/T
RWY 15R-33L
PCN 10 F/B/W/T

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

81°34′N 81°33′N

SE-4, 22 OCT 2009 to 19 NOV 2009

NDB MOQ 263	APP CRS 329°	Rwy Idg 5002 / TDZE 40 / Apt Elev 46

NDB RWY 33R

WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL (LHW)

Inoperative table does not apply to ODALS Rwy 33R.
Circling NA east of Rwy 15L/33R.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Savannah ASR altimeter setting and increase all MDA 60 feet, S-33R Cat. C/D visibility ¼ mile, and Circling Cat. C visibility ¼ mile. NA when R3005C/D or R3007C is active and LHW tower is closed.

ODALS

MISSED APPROACH: Climbing right turn to 2100 direct MOQ NDB and hold, continue climb in hold to 2100.

ATIS ★	SAVANNAH APP CON ★	WRIGHT TOWER ★	GND CON
118.475 239.025	120.4 353.775	126.25 (CTAF) (L) 269.275	121.7 273.575

RADAR REQUIRED

R-3005C R-3005D R-3005B R-3005E

MSA MOQ 25 NM 2600

198 204 300 149± 247± 319

IAF MC INTOSH 263 MOQ 515

329° 149° 194° 014°

10 NM

JANIE 3000 265° (11.1)

WABIT 3000 074° (27.2)

HARPS SSI 39.6 3000 307° (15.5)

R-3007C R-3007D 1228

ELEV 46

15L 15R 2L 2R 5007 X 100 2510 X 100 2520 X 100 5002 X 150 0.3% UP 33L 33R 19 19R TWR 176 TDZE 40

329° 3.9 NM from FAF

HIRL Rwys 6L-24R and 15L-33R (L)

2100 MOQ

NDB Remain within 10 NM 149° 329° 2300 1500 3.43° TCH 65 VGSI and descent angles not coincident.

3.9 NM

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D
S-33R	500-1 460 (500-1)		500-1¼ 460 (500-1¼)	500-1½ 460 (500-1½)
CIRCLING	560-1 514 (600-1)		600-1½ 554 (600-1½)	600-2 554 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5007
055°	TDZE	45
	Apt Elev	46

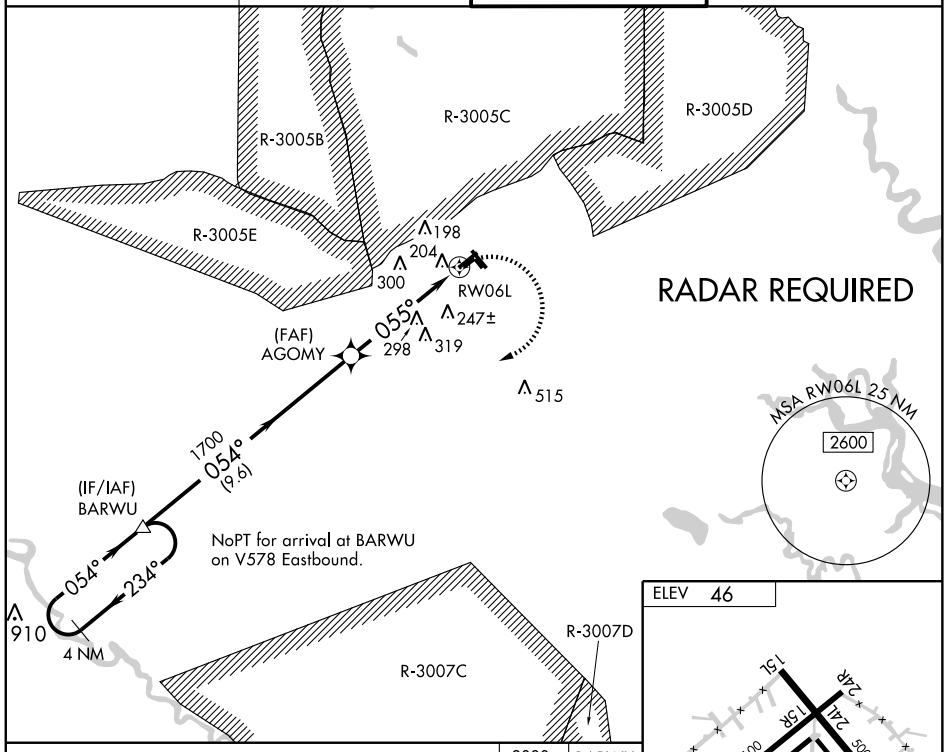
RNAV (GPS) RWY 6L

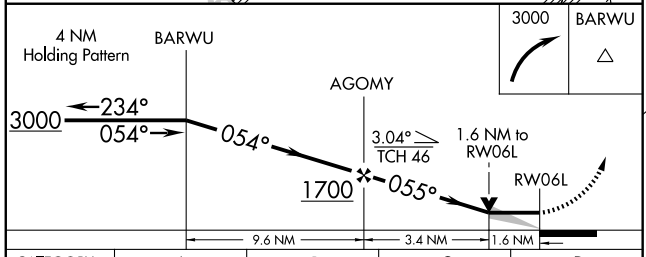
WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL (LHW)

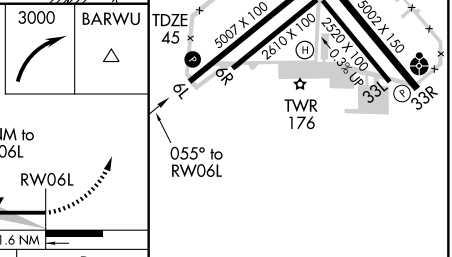
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Savannah altimeter setting and increase all MDA 60 feet, LNAV Cat. C and D visibility ¼ mile, and Circling Cat. C visibility ¼ mile.
ASR
Circling NA northeast of Rwy 15L/33R.
VDP NA using Savannah altimeter setting.
NA when R3005C/D or R3007C is active and LHW tower is closed.

MISSED APPROACH: Climbing right turn to 3000 direct BARWU and hold.

ATIS ★	SAVANNAH APP CON ★	WRIGHT TOWER ★	GND CON
118.475 239.025	120.4 353.775	126.25 (CTAF) Ⓛ 269.275	121.7 273.575







CATEGORY	A	B	C	D
LNAV MDA	600-1 555 (600-1)		600-1½ 555 (600-1½)	600-1¾ 555 (600-1¾)
CIRCLING	600-1 554 (600-1)		600-1½ 554 (600-1½)	600-2 554 (600-2)

HIRL Rwys 6L-24R and 15L-33R Ⓛ

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5002
325°	TDZE	40
	Apt Elev	46

RNAV (GPS) RWY 33R

WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL (LHW)

ASR

Inoperative table does not apply to ODALS Rwy 33R.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Savannah altimeter setting and increase all MDA 60 feet and Circling Cat. C visibility ¼ mile.
Circling NA northeast of Rwy 15L/33R.
NA when R3005C/D is active and LHW tower is closed.

ODALS

MISSED APPROACH: Climbing right turn to 4000 direct HARPS and hold.

ATIS ★	SAVANNAH APP CON ★	WRIGHT TOWER ★	GND CON
118.475 239.025	120.4 353.775	126.25 (CTAF) L 269.275	121.7 273.575

R-3005B R-3005C R-3005D R-3005E

198 300 204 RW33R

247± 319 515

RADAR REQUIRED

(FAF) BAARD

1600 325° (6.1)

MSA RW33R 25 NM 2600

(IF) RICBO

2000 295° (9)

(IAF) HARPS

081° 199° 4 NM

R-3007C R-3007D 1228

SE-4, 22 OCT 2009 to 19 NOV 2009

ELEV 46

15L 2AR 15R 2AL 5007 X 100 5002 X 150 2610 X 100 2520 X 100 0.3% UP 6R 6L 15L 33R

TWR 176

TDZE 40

325° to RW33R

4000 HARPS

RICBO 2000 325° BAARD 1600 RW33R 3.04° TCH 65

4.7 NM 6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	480-1 440 (500-1)		480-1¼ 440 (500-1¼)	480-1½ 440 (500-1½)
CIRCLING	560-1 514 (600-1)		600-1½ 554 (600-1½)	600-2 554 (600-2)

HIRL Rwys 6L-24R and 15L-33R L

LOC/DME I-GVL	APP CRS	Rwy Idg	5500
110.55	044°	TDZE	1276
Chan 42 (Y)		Apt Elev	1276

ILS or LOC/DME RWY 5

GAINESVILLE/ LEE GILMER MEMORIAL (GVL)

T A ADF Required. VDP NA when using Jefferson altimeter setting. When local altimeter setting not received use Jefferson altimeter setting; increase all DA to 1556 feet and all visibilities ¼ mile; increase all MDA 80 feet and S-LOC 5 Cat. D visibility ¼ mile and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3100 direct FKV NDB and hold.

ASOS	ATLANTA APP CON★	GCO	UNICOM
126.475	132.475 291.1	121.725	123.075 (CTAF) L

ADF or DME REQUIRED

HARRIS 109.8 HRS Chan 35
R-179
ANNYE ODF 31
CHOO CHOO 115.8 GQO Chan 105
R-258
FOOTHILLS 113.4 ODF Chan 81
MSA FKV 25 NM
180°
5000
4400
090°
270°
3700
4000 to NDB (23.1)
182°
R-116
ATL R-041
LOCALIZER 110.55 I-GVL Chan 42 (Y)
1693
1740
1710
1620
1426
MACEY ATL 56.3
FLAWR I-GVL 6.5
1452
1683
1413
4000 to NDB 237°(13.3)
1419±
2220
224°
(IF) IYULU I-GVL 13
3100
044°
(6.5)
1629
IAF FLOWERY BRANCH 365 FKV
2654
ATHENS 109.6 AHN Chan 33
269°
089°
(XIHTI)
3100 NoPT 360° heading (3.9) and 044° (4.9)
4000 274° (36.6)
R-274
224°
(IAF) LOGEN ATL 28.6
ATLANTA 116.9 ATL Chan 116
R-041
Procedure NA for arrivals at LOGEN via V222-325 southwest bound.
ENROUTE FACILITIES
FEEDER FACILITIES
15 NM

ELEV 1276

1469
11
23
29
0.7% DOWN
5500 X 100
4001 X 100
0.3% UP
TDZE 1276
044° 5.5 NM from FAF

VGSI and ILS glidepath not coincident.
Remain within 10 NM
NDB 6000
224°
FLAWR I-GVL 6.5
3100
044°
3100
GS 3.00°
TCH 43
I-GVL 2.2
4.3 NM
1.2 NM

2000	3100	FKV 365

CATEGORY	A	B	C	D
S-ILS 5	1476-¾ 200 (200-¾)			
S-LOC 5	1680-1 404 (500-1)		1680-1¼ 404 (500-1¼)	
CIRCLING	1880-1 604 (700-1)		1880-1¾ 604 (700-1¾)	2060-2½ 784 (800-2½)

REIL Rwy 5 L
HIRL Rwy 5-23 L

SE-4, 22 OCT 2009 to 19 NOV 2009

NDB FKV 365	APP CRS 045°	Rwy Idg 5500 TDZE 1276 Apt Elev 1276

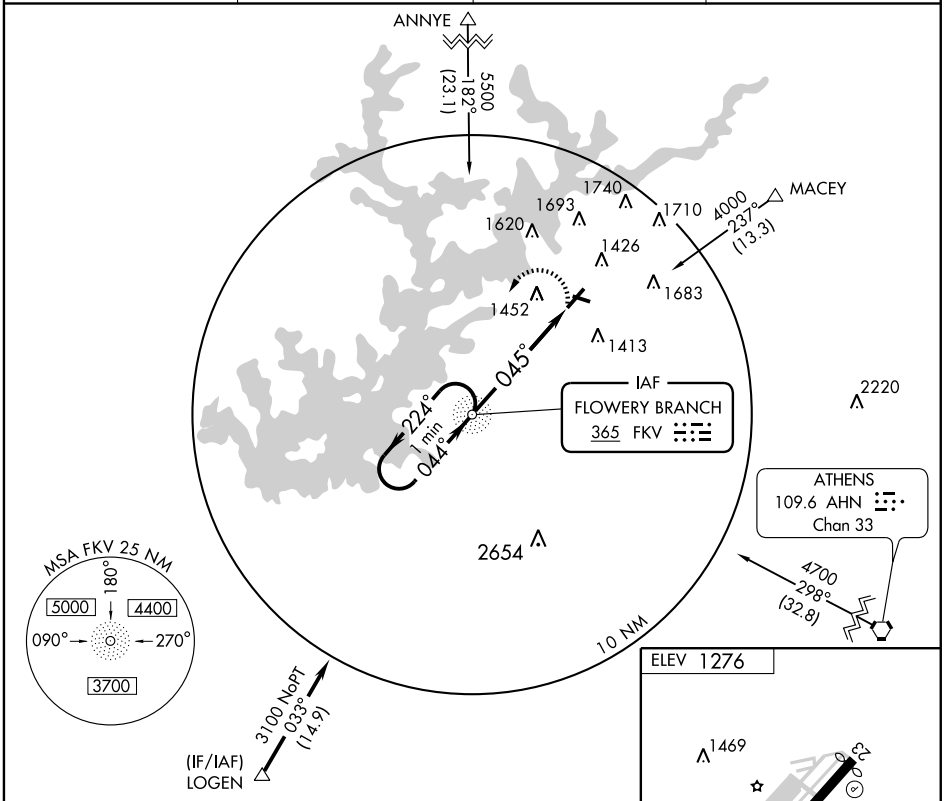
NDB RWY 5

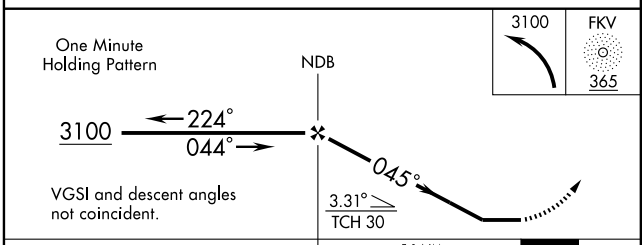
GAINESVILLE/ LEE GILMER MEMORIAL (GVL)

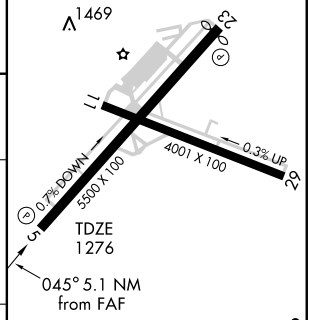
If local altimeter setting not received, use Jefferson altimeter setting and increase all MDAs 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3100 direct FKV NDB and hold.

ASOS	ATLANTA APP CON ★	GCO	UNICOM
126.475	132.475 291.1	121.725	123.075 (CTAF) L







REIL Rwy 5 L
HIRL Rwy 5-23 L

CATEGORY	A	B	C	D
S-5	1820-1	544 (600-1)	1820-1½ 544 (600-1½)	1820-1¾ 544 (600-1¾)
CIRCLING	1820-1	544 (600-1)	1820-1½ 544 (600-1½)	2040-2½ 764 (800-2½)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS CH 42605 W05A	APP CRS 044°	Rwy Idg 5500 TDZE 1276 Apt Elev 1276

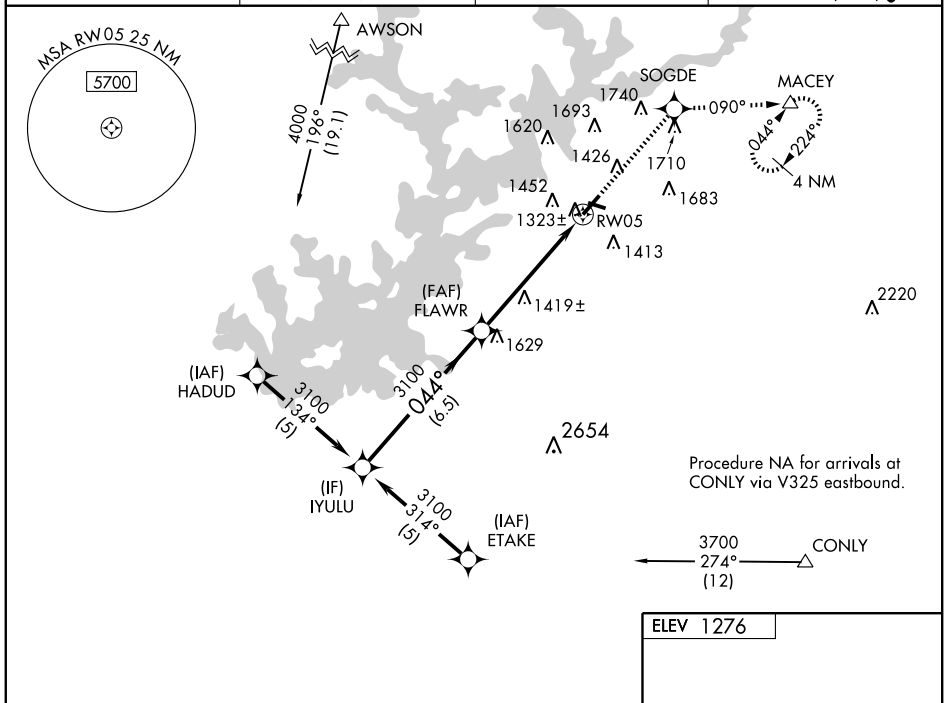
RNAV (GPS) RWY 5

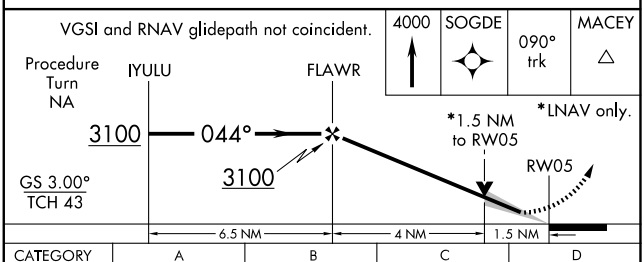
GAINESVILLE/ LEE GILMER MEMORIAL (GVL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 46° C (114° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jefferson altimeter setting and increase all DA/MDA 80 feet, LPV and LNAV/VNAV all Cats visibilities ¼ mile, LNAV Cat D visibility ¼ mile and Circling Cat C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Jefferson altimeter setting.

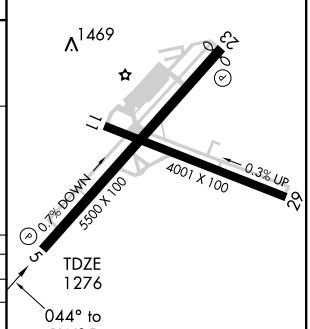
MISSED APPROACH: Climb to 4000 direct SOGDE and via 090° track to MACEY and hold, continue climb-in-hold to 4000.

ASOS	ATLANTA APP CON ★	GCO	UNICOM
126.475	132.475 291.1	121.725	123.075 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1526-1 250 (300-1)			
LNAV/ VNAV DA	1761-1¾ 485 (500-1¾)			
LNAV MDA	1780-1 504 (600-1)		1780-1½ 504 (600-1½)	
CIRCLING	1880-1 604 (700-1)		1880-1¾ 604 (700-1¾)	2060-2½ 784 (800-2½)



SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS CH 77605 W23A	APP CRS 224°	Rwy Idg 5370	TDZE 1272	Apt Elev 1276

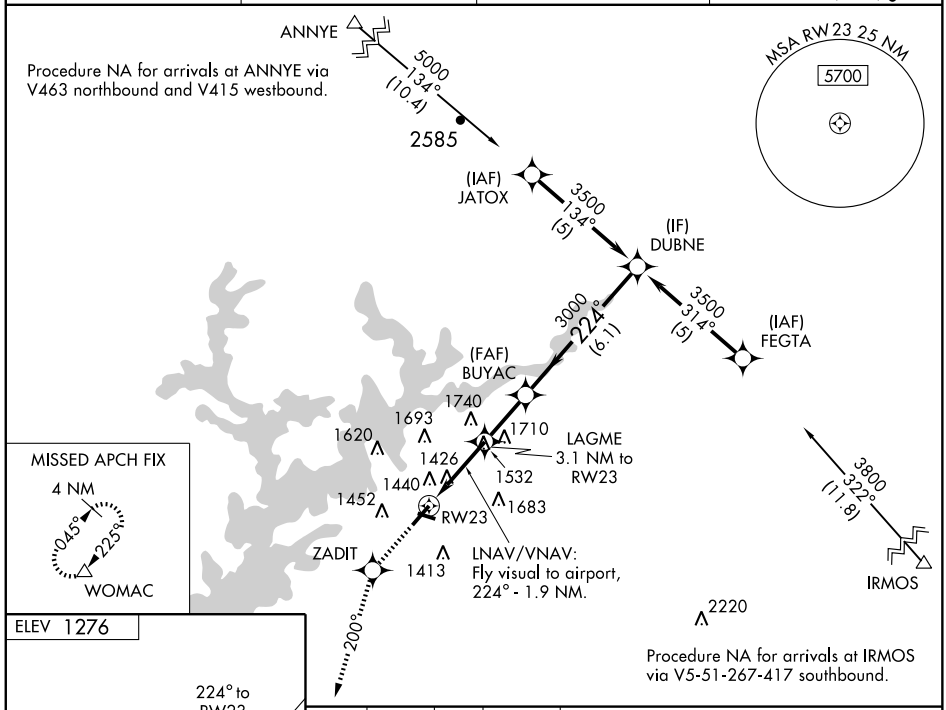
RNAV (GPS) RWY 23

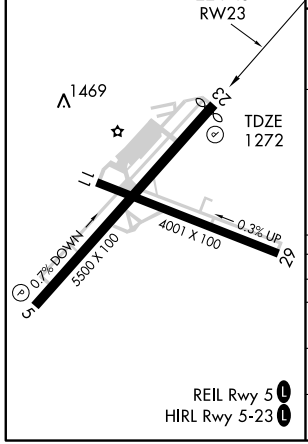
GAINESVILLE/ LEE GILMER MEMORIAL (GVL)

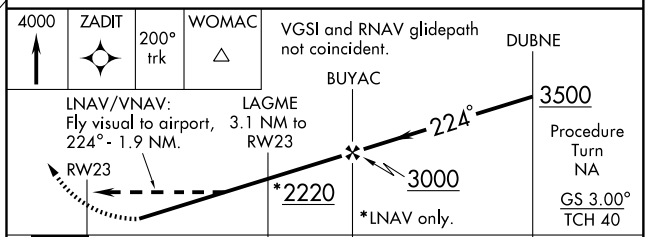
LNAV/VNAV NA when using Jefferson altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). When local altimeter setting not received, use Jefferson altimeter setting and increase all DAs/MDAs 80 feet, LPV all Cats visibility ¼ mile, LNAV Cats C and D ¼ mile and Circling Cats C and D ¼ mile.

MISSED APPROACH: Climb to 4000 direct ZADIT and via 200° track to WOMAC and hold, continue climb-in-hold to 4000.

ASOS	ATLANTA APP CON ★	GCO	UNICOM
126.475	132.475 291.1	121.725	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1720-1¾ 448 (500-1¾)			
LNAV/VNAV DA	1882-2 610 (700-2)			
LNAV MDA	1840-1 568 (600-1)		1840-1½ 568 (600-1½)	1840-1¾ 568 (600-1¾)
CIRCLING	1880-1 604 (700-1)		1880-1¾ 604 (700-1¾)	2060-2½ 784 (800-2½)

REIL Rwy 5 L
HIRL Rwy 5-23 L

SE-4, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-VVM	APP CRS	Rwy Idg	5004
110.9	249°	TDZE	677
Chan 46		Apt Elev	677

LOC RWY 24

GREENSBORO/ GREENE COUNTY RGNL (3J7)

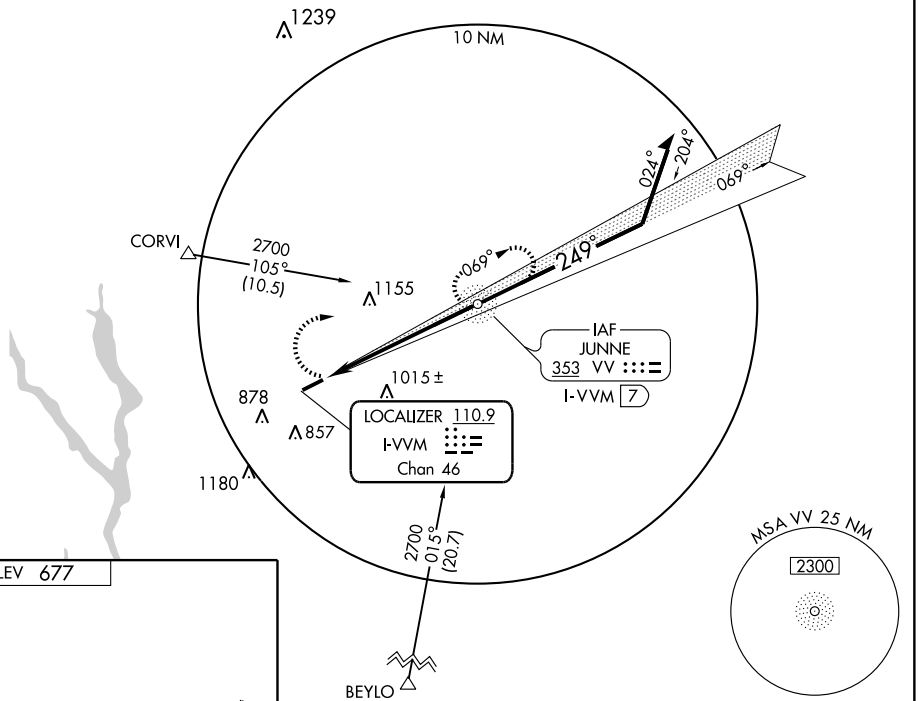
NA

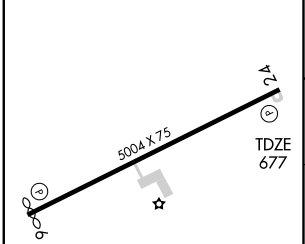
When local altimeter setting not received, use Athens altimeter setting and increase all MDA 80 feet, S-24 Cat. C and D visibility ¼ mile, and Circling Cat. C visibility ¼ mile. Localizer unuseable ½ mile inbound.

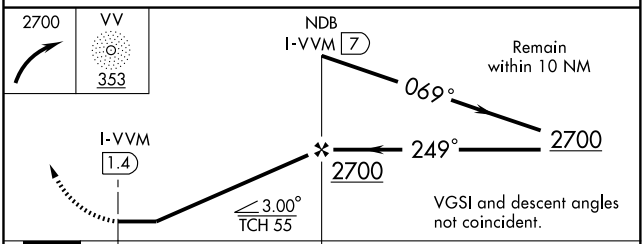
MISSED APPROACH: Climbing right turn to 2700 direct JUNNE NDB and hold.

AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
124.525	127.5 316.05	121.725	122.8 (CTAF) L

ADF REQUIRED







MIRL Rwy 6-24 L

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
S-24	1100-1 423 (500-1)		1100-1¼ 423 (500-1¼)	
CIRCLING	1220-1 543 (600-1)		1220-1½ 543 (600-1½)	1240-2 563 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4904
069°	TDZE	677
	Apt Elev	677

RNAV (GPS) RWY 6

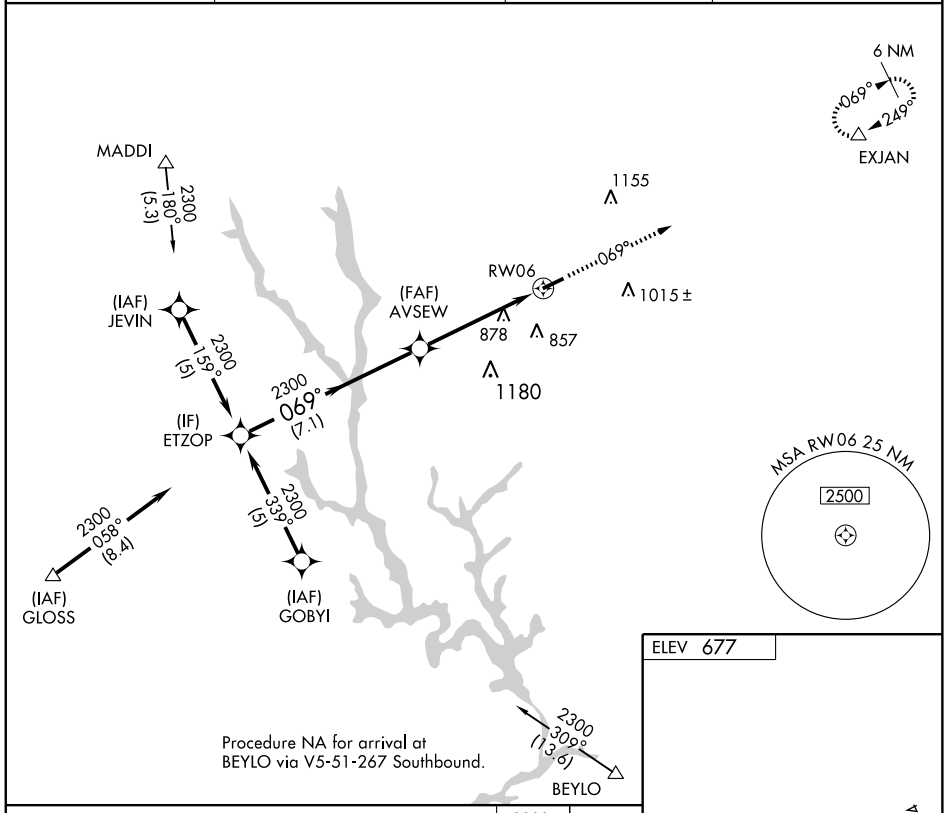
GREENSBORO/ GREENE COUNTY RGNL (3J7)

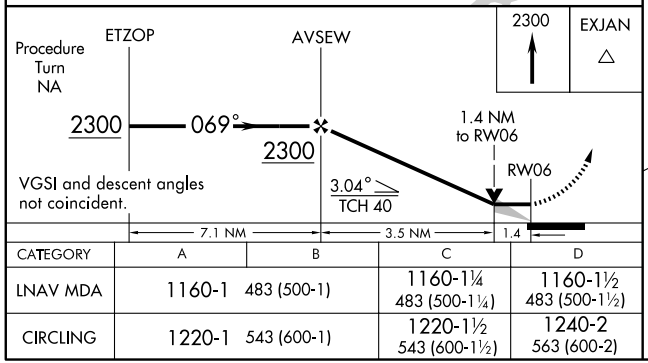
T
NA

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Athens altimeter setting and increase all MDA 80 feet, LNAV Cat. C and D visibility ¼ mile, and Circling Cat. C visibility ¼ mile. VDP NA with Athens altimeter setting.

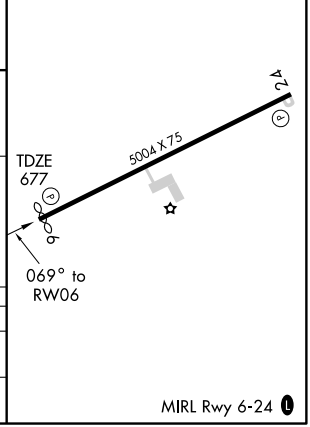
MISSED APPROACH: Climb to 2300 to EXJAN WP and hold.

AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
124.525	127.5 316.05	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1160-1	483 (500-1)	1160-1¼ 483 (500-1¼)	1160-1½ 483 (500-1½)
CIRCLING	1220-1	543 (600-1)	1220-1½ 543 (600-1½)	1240-2 563 (600-2)



SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5004
249°	TDZE	677
	Apt Elev	677

RNAV (GPS) RWY 24

GREENSBORO/ GREENE COUNTY RGNL (3J7)

NA

GPS or RNP-0.3 Required, DME/DME RNP-0.3 NA. If local altimeter setting not received, use Athens altimeter setting and increase all MDAs 80 feet. VDP NA with Athens altimeter setting.

MISSED APPROACH: Climb to 2300 to ETZOP WP and hold.

AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
124.525	127.5 316.05	121.725	122.8 (CTAF) L

Procedure NA for arrival at AHN VORTAC on airway radials 072 CW 163.

1239

ATHENS AHN

2300 128° (21)

(IAF) UVONE

2300 155° (5)

Procedure NA for arrival at RAFFE via V18 Eastbound.

(IAF) RAFFE

2300 273° (9.3)

(IF) EXJAN

2300 249° (6.8)

2300 343° (5)

(FAF) AYEPI

1155

(IAF) OCCOV

RW24

1015±

249°

878

857

1180

ETZOP

069°

249°

6 NM

2300 327° (11.4)

ANNAN

MSA RW24 25 NM

2500

ELEV 677

249° to RW24

24

5004 X 75

TDZE 677

2300 ETZOP

AYEPI

EXJAN INT

Procedure Turn NA

1.2 NM to RW24

249°

2300

2300

RW24

3.01°

TCH 55

VGSI and descent angles not coincident.

1.2 3.7 NM 6.8 NM

CATEGORY	A	B	C	D
LNAV MDA	1100-1 423 (500-1)		1100-1¼ 423 (500-1¼)	
CIRCLING	1220-1 543 (600-1)		1220-1½ 543 (600-1½)	1240-2 563 (600-2)

MIRL Rwy 6-24 L

SE-4, 22 OCT 2009 to 19 NOV 2009

VORTAC AHN	APP CRS	Rwy Idg	N/A
109.6	156°	TDZE	N/A
Chan 33		Apt Elev	677

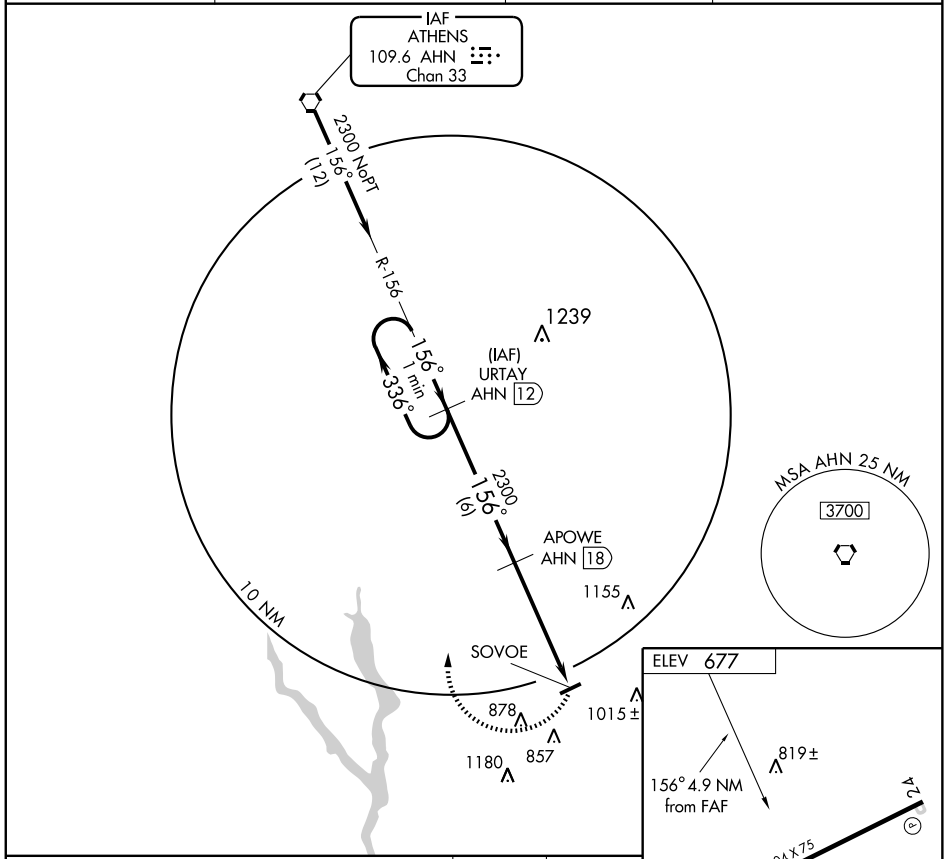
VOR/DME-B

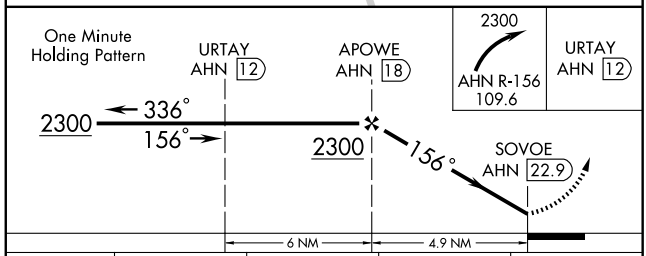
GREENSBORO/GREENE COUNTY RGNL (3J7)

V A NA — If local altimeter setting not received, use Athens altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 2300 via AHN R-156 to URTAY/AHN 12 DME and hold.

AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
124.525	127.5 316.05	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1220-1 543 (600-1)	1220-1¼ 543 (600-1¼)	1220-1½ 543 (600-1½)	1240-2 563 (600-2)

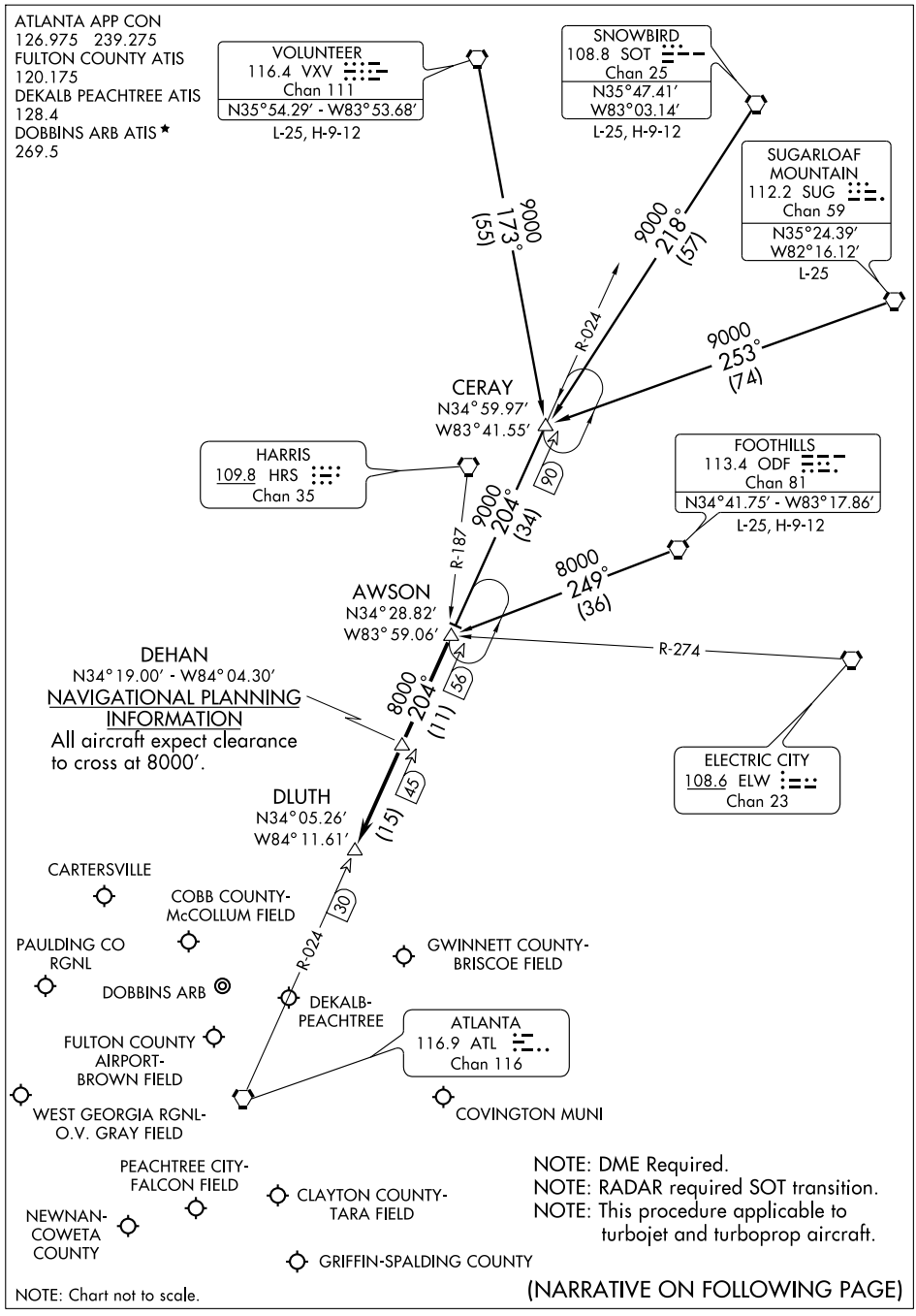
MIRL Rwy 6-24 L

SE-4, 22 OCT 2009 to 19 NOV 2009

AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4, 22 OCT 2009 to 19 NOV 2009

AWSON ONE ARRIVAL (AWSON.AWSON1) ST-469 (FAA) ATLANTA, GEORGIA

ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 22 OCT 2009 to 19 NOV 2009

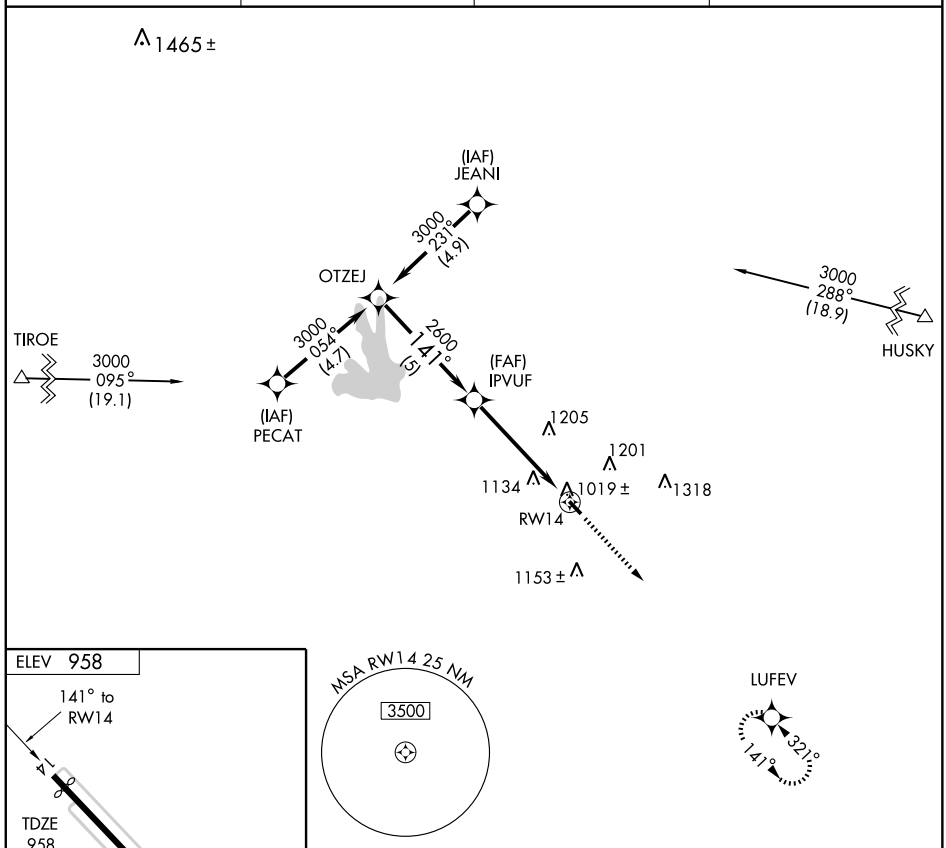
APP CRS	Rwy Idg	3501
141°	TDZE	958
	Apt Elev	958

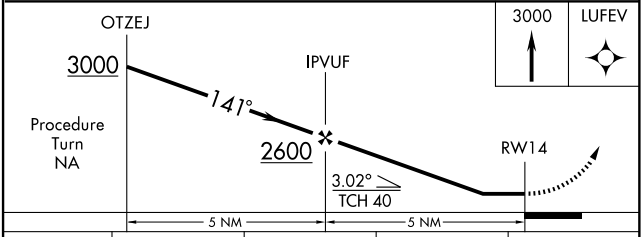
GPS RWY 14
GRIFFIN-SPALDING COUNTY (6A2)

NA

MISSED APPROACH: Climb to 3000 direct LUFEV WP and hold.

AWOS-3	ATLANTA APP CON	CLNC DEL	UNICOM
119.750	128.575	128.575 381.65	123.075 (CTAF) L





CATEGORY	A	B	C	D
S-14	1440-1	482 (500-1)	NA	
CIRCLING	1440-1 482 (500-1)	1560-1 602 (700-1)	NA	

REIL Rwys 14 and 32
MIRL Rwy 14-32 L

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	3501
321°	TDZE	956
	Apt Elev	958

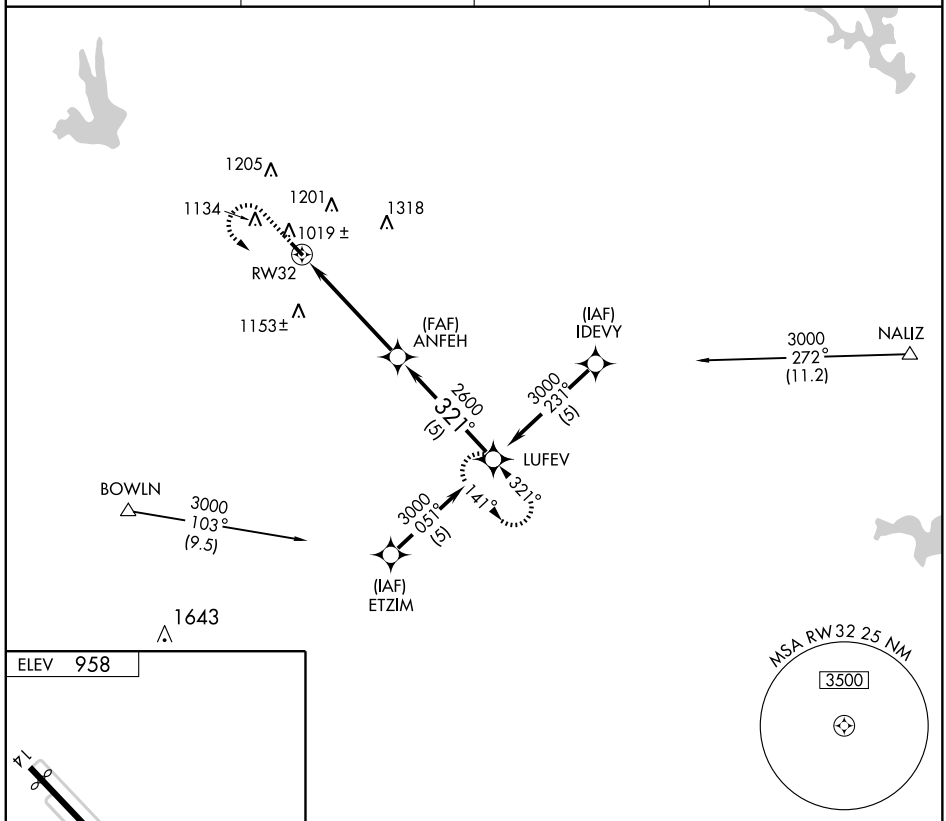
GPS RWY 32

GRIFFIN-SPALDING COUNTY (6A2)

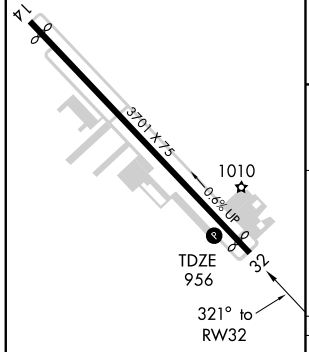
NA

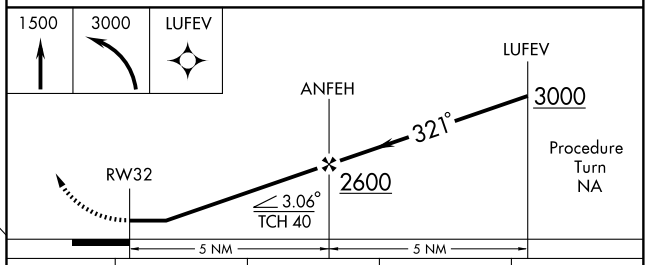
MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct LUFEV WP and hold.

AWOS-3	ATLANTA APP CON	CLNC DEL	UNICOM
119.750	128.575	128.575 381.65	123.075 (CTAF) L



ELEV 958





CATEGORY	A	B	C	D
S-32	1260-1	304 (400-1)	NA	
CIRCLING	1400-1 442 (500-1)	1560-1 602 (700-1)	NA	

REIL Rwys 14 and 32
MIRL Rwy 14-32 L

SE-4, 22 OCT 2009 to 19 NOV 2009

NDB JHH	APP CRS	Rwy Idg	3501
412	321°	TDZE	956
		Apt Elev	958

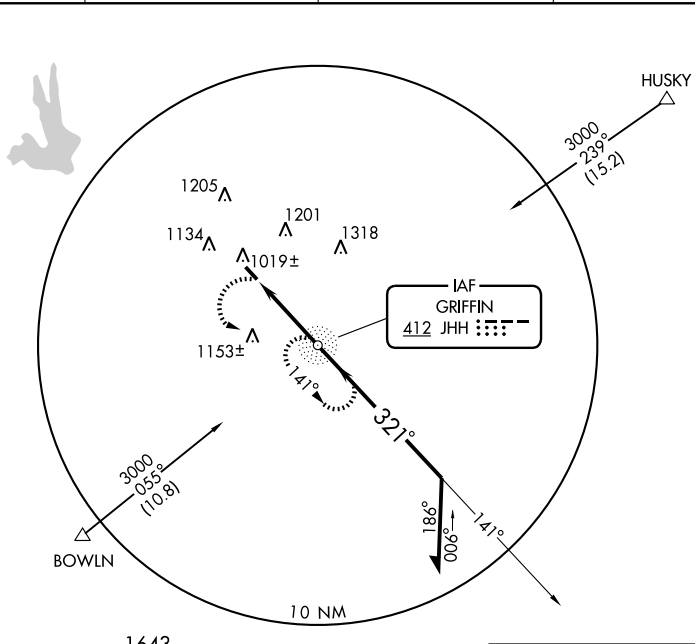
NDB RWY 32

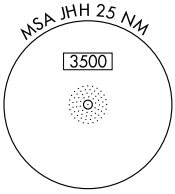
GRIFFIN-SPALDING COUNTY (6A2)

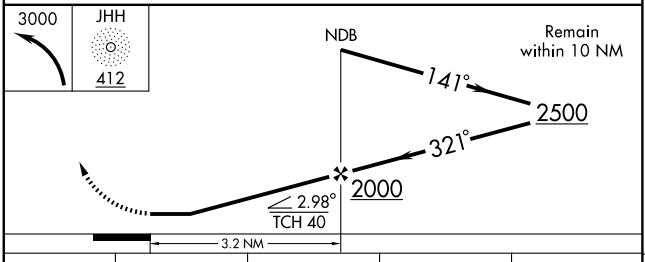
NA

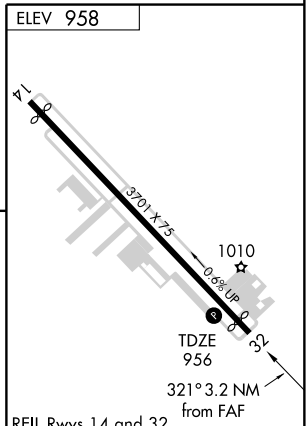
MISSED APPROACH: Climbing left turn to 3000 direct JHH NDB and hold.

AWOS-3	ATLANTA APP CON	CLNC DEL	UNICOM
119.750	128.575	128.575 381.65	123.075 (CTAF) L









REIL Rwys 14 and 32
MIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-32	1560-1	604 (700-1)	NA	
CIRCLING	1560-1	602 (700-1)	NA	

FAF to MAP 3.2 NM

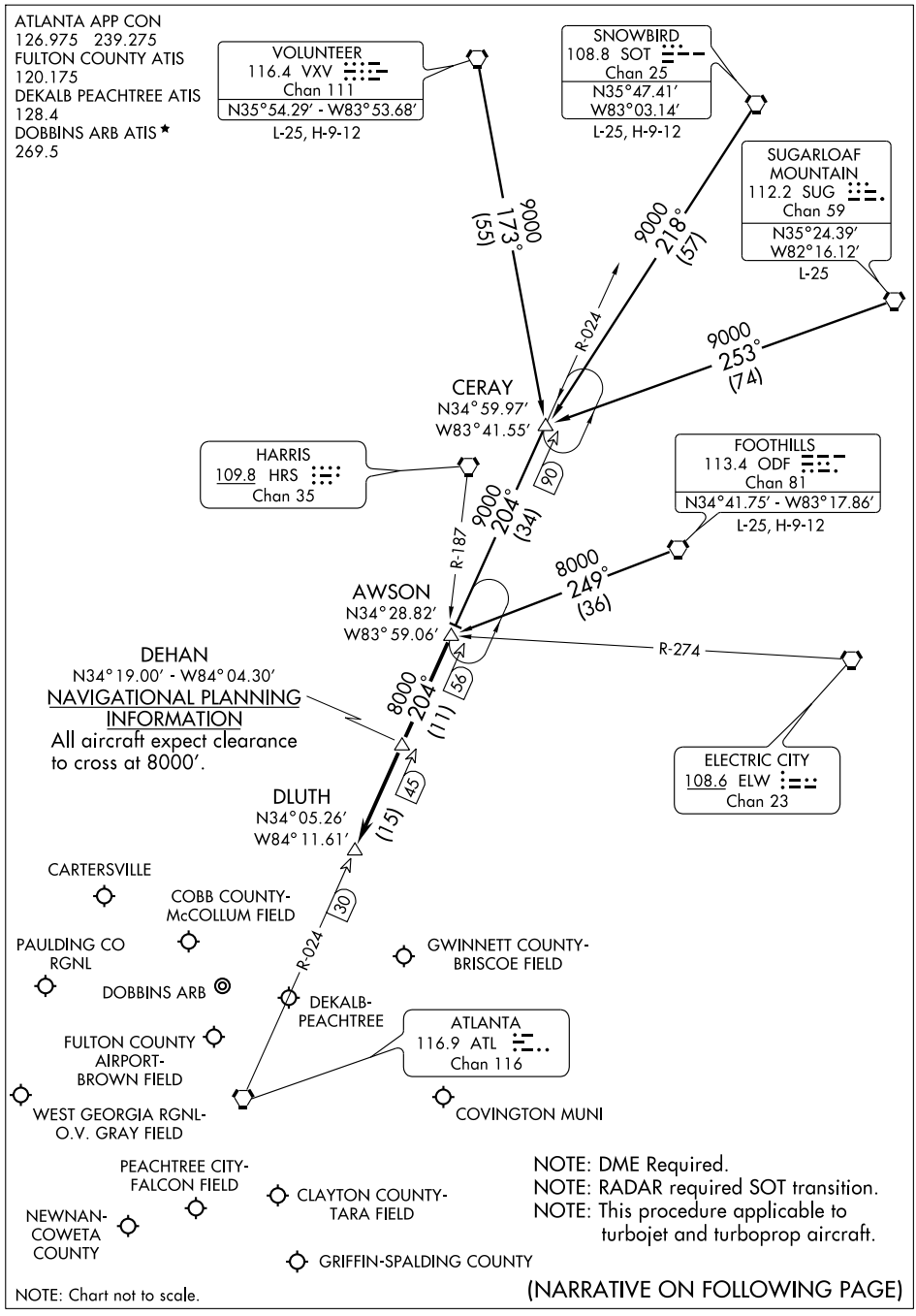
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

SE-4, 22 OCT 2009 to 19 NOV 2009

AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4, 22 OCT 2009 to 19 NOV 2009

AWSON ONE ARRIVAL (AWSON.AWSON1) ST-469 (FAA) ATLANTA, GEORGIA

ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4503
057°	TDZE	861
	Apt Elev	874

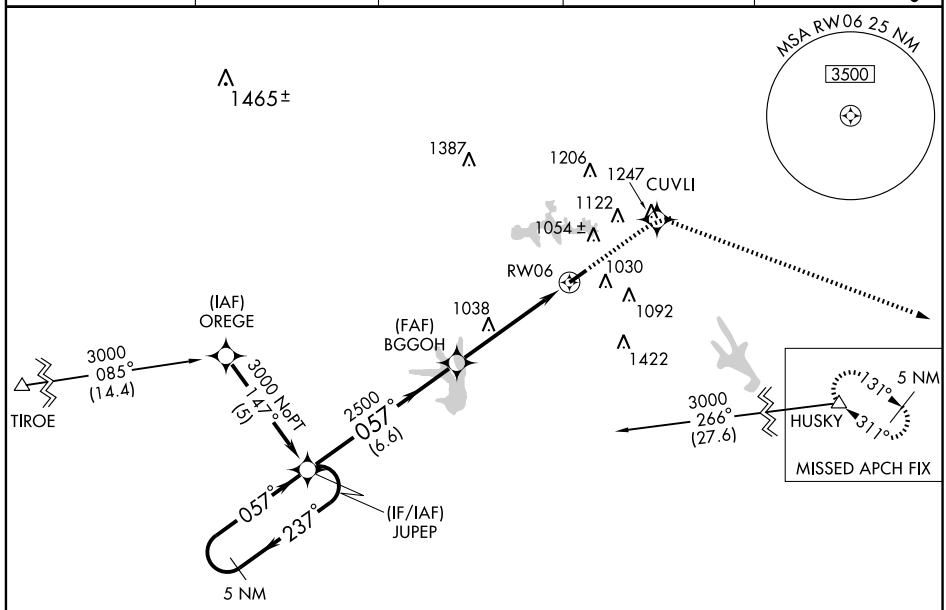
RNAV (GPS) RWY 6

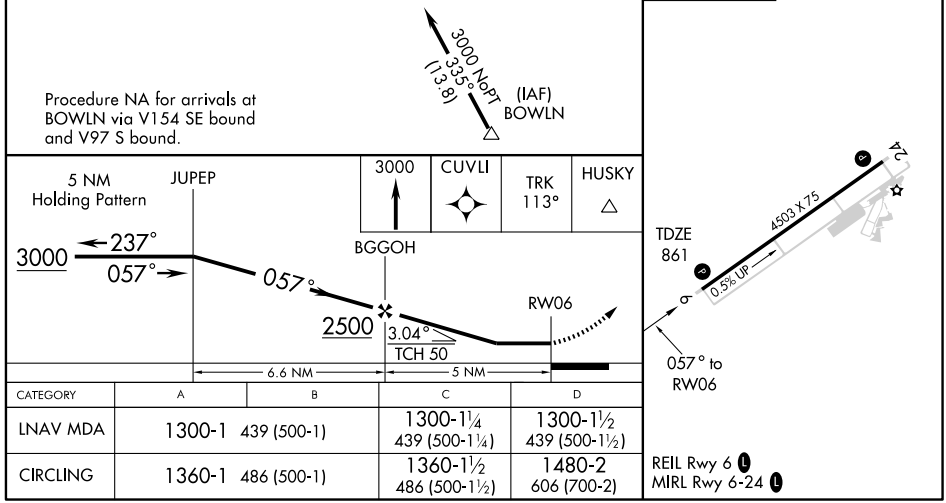
HAMPTON/ CLAYTON COUNTY-TARA FIELD (4A7)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Straight-in minimums NA at night. If local altimeter setting not received, use Hartsfield-Jackson Atlanta Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 direct CUVLI and via 113°Track to HUSKY and hold.

AWOS-3	ATLANTA APP CON	CLNC DEL	GCO	UNICOM
124.825	128.575	128.575 381.65	121.725	122.725 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1300-1 439 (500-1)		1300-1¼ 439 (500-1¼)	1300-1½ 439 (500-1½)
CIRCLING	1360-1 486 (500-1)		1360-1½ 486 (500-1½)	1480-2 606 (700-2)

REIL Rwy 6 L
MIRL Rwy 6-24 L

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4503
237°	TDZE	874
	Apt Elev	874

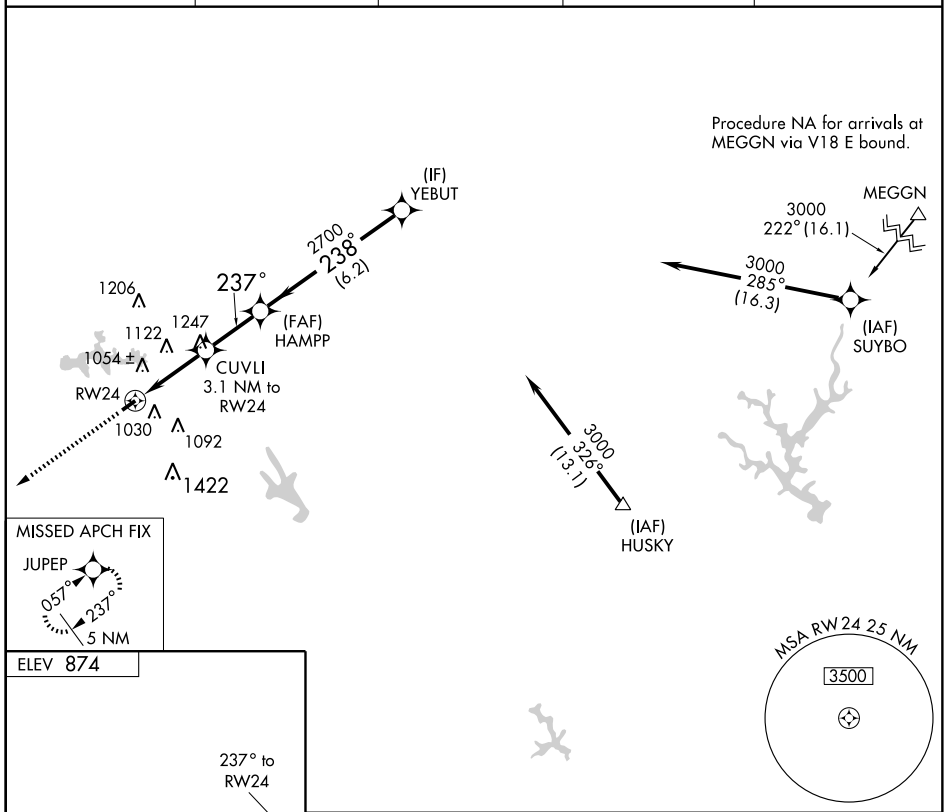
RNAV (GPS) RWY 24

HAMPTON/ CLAYTON COUNTY-TARA FIELD (4A7)

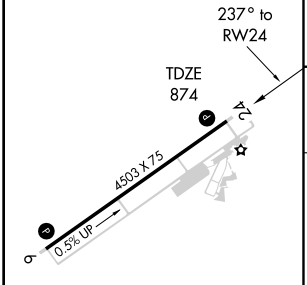
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Hartsfield-Jackson Atlanta Intl altimeter setting and increase all MDAs 60 feet.

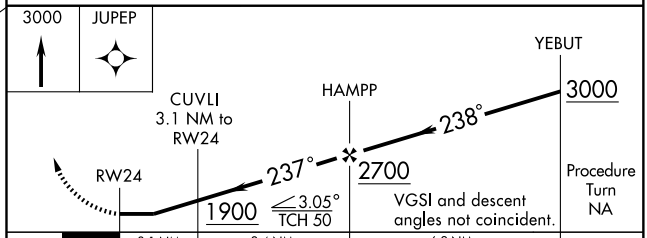
MISSED APPROACH: Climb to 3000 direct JUPEP and hold.

AWOS-3	ATLANTA APP CON	CLNC DEL	GCO	UNICOM
124.825	128.575	128.575 381.65	121.725	122.725 (CTAF)



ELEV 874





CATEGORY	A	B	C	D
LNAV MDA	1420-1 546 (600-1)		1420-1½ 546 (600-1½)	1420-1¾ 546 (600-1¾)
CIRCLING	1420-1 546 (600-1)		1420-1½ 546 (600-1½)	1480-2 606 (700-2)

REIL Rwy 6 (L)
MIRL Rwy 6-24 (L)

SE-4, 22 OCT 2009 to 19 NOV 2009

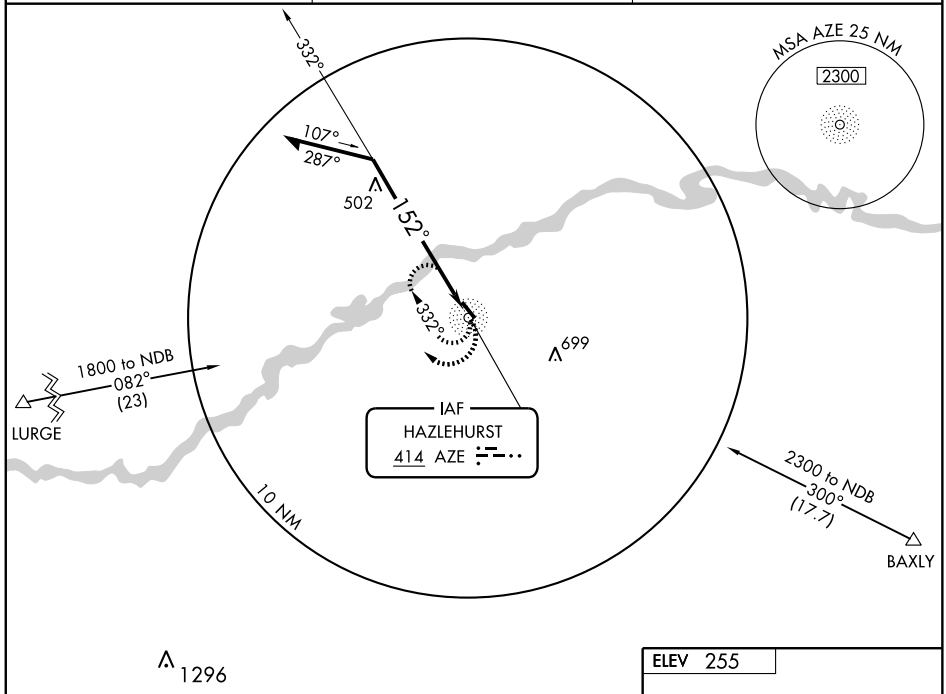
NDB AZE 414	APP CRS 152°	Rwy Idg 4508 TDZE 255 Apt Elev 255

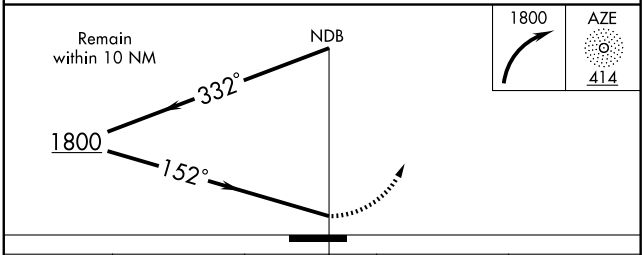
NDB RWY 14
HAZLEHURST (AZE)

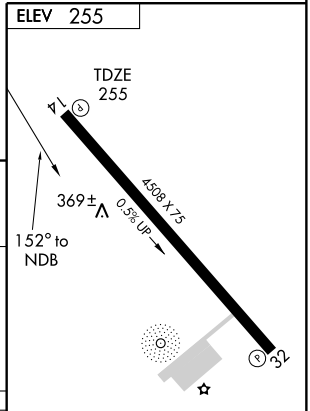
NA Visibility reduction by helicopters NA. Use Vidalia altimeter setting, when not received, use Alma altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing right turn to 1800 in AZE NDB holding pattern.

VIDALIA AWOS-3	JACKSONVILLE CENTER	UNICOM
119.925	132.3 290.4	122.8 (CTAF)







CATEGORY	A	B	C	D
S-14	960-1	705 (800-1)	960-2 705 (800-2)	960-2¼ 705 (800-2¼)
CIRCLING	960-1	705 (800-1)	960-2 705 (800-2)	960-2¼ 705 (800-2¼)

REIL Rwys 14 and 32
MIRL Rwy 14-32

SE-4, 22 OCT 2009 to 19 NOV 2009

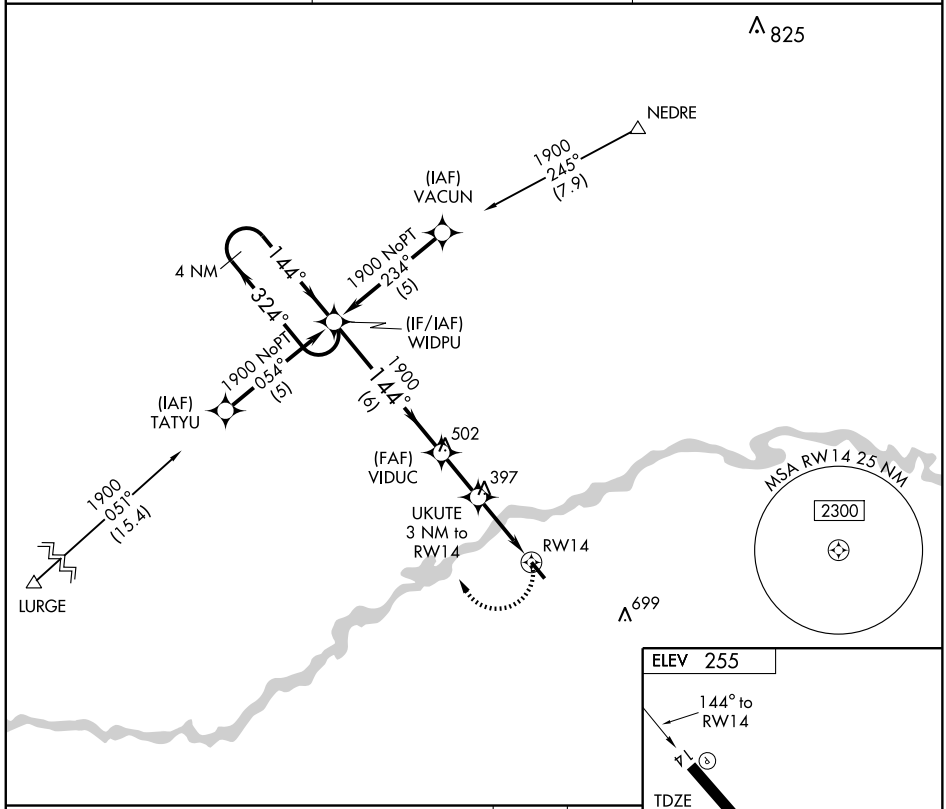
APP CRS	Rwy Idg	4508
144°	TDZE	255
	Apt Elev	255

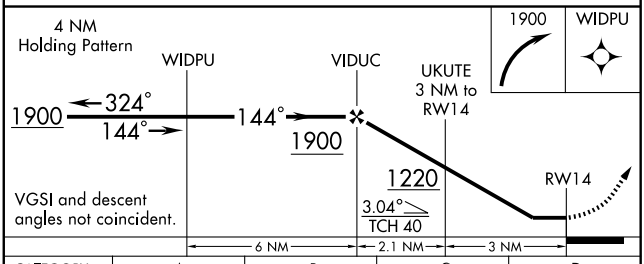
RNAV (GPS) RWY 14
HAZLEHURST (AZE)

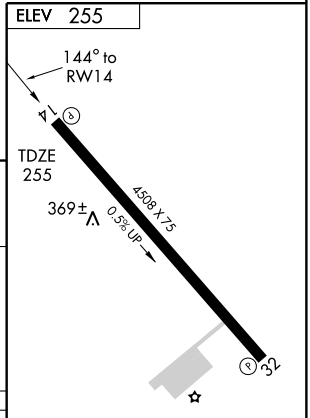
NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Vidalia altimeter setting, when not received, use Alma altimeter setting.

MISSED APPROACH: Climbing right turn to 1900 direct WIDPU and hold.

VIDALIA AWOS-3	JACKSONVILLE CENTER	UNICOM
119.925	**132.3 290.4**	**122.8** (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	680-1 425 (500-1)		680-1¼ 425 (500-1¼)	
CIRCLING	740-1 485 (500-1)		740-1½ 485 (500-1½)	820-2 565 (600-2)

REIL Rwys 14 and 32
MIRL Rwy 14-32

SE-4, 22 OCT 2009 to 19 NOV 2009

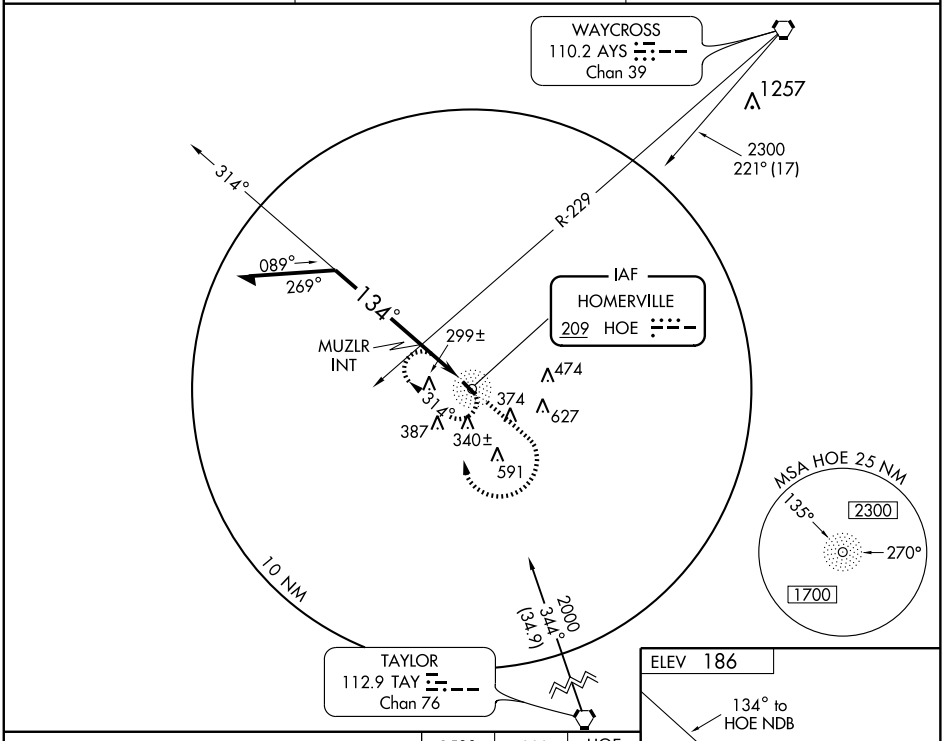
NDB HOE	APP CRS	Rwy Idg	4000
209	134°	TDZE	186
		Apt Elev	186

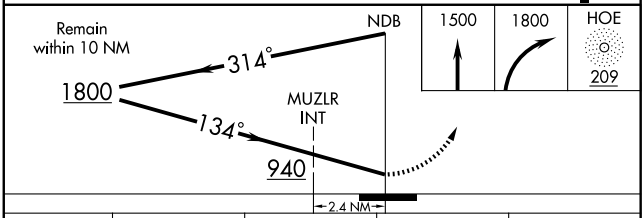
NDB or GPS RWY 14
HOMERVILLE (HOE)

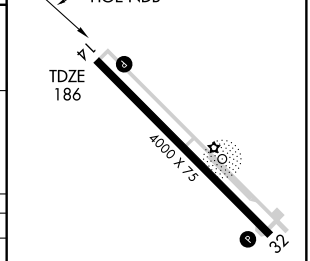
NA Use Valdosta altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 1800 direct HOE NDB and hold.

AWOS-3	VALDOSTA APP CON★	CTAF
118.725	126.6 285.6	122.9 (L)







CATEGORY	A	B	C	D
S-14	940-1 754 (800-1)	940-1¼ 754 (800-1¼)	940-2¼ 754 (800-2¼)	940-2½ 754 (800-2½)
CIRCLING	940-1 754 (800-1)	940-1¼ 754 (800-1¼)	940-2¼ 754 (800-2¼)	940-2½ 754 (800-2½)
VOR MINIMUMS				
S-14	740-1 554 (600-1)		740-1½ 554 (600-1½)	740-1¾ 554 (600-1¾)
CIRCLING	800-1 614 (700-1)		820-1¾ 634 (700-1¾)	820-2 634 (700-2)

MIRL Rwy 14-32 (L)

SE-4, 22 OCT 2009 to 19 NOV 2009

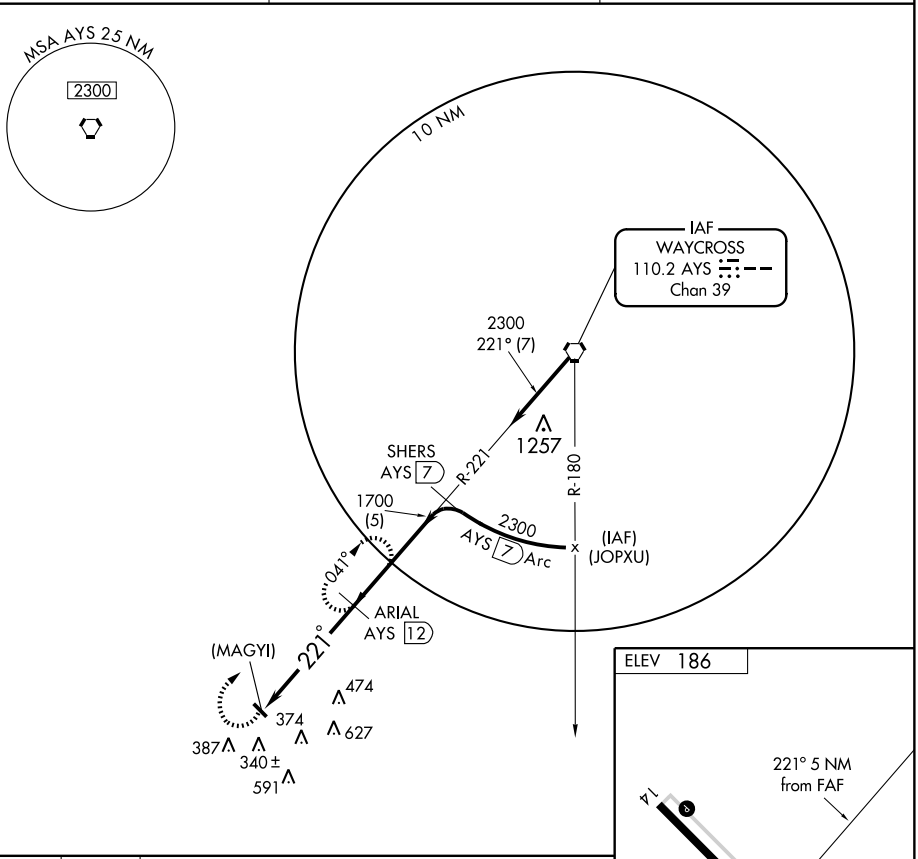
VORTAC AYS	APP CRS	Rwy Idg	N/A
110.2	221°	TDZE	N/A
Chan 39		Apt Elev	186

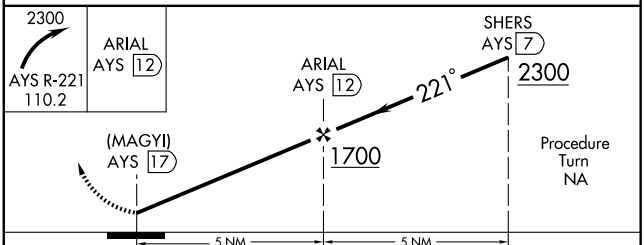
VOR/DME or GPS-A
HOMERVILLE (HOE)

NA Use Valdosta altimeter setting.

MISSED APPROACH: Climbing right turn to 2300 via AYS R-221 to ARIAL 12 DME and hold.

AWOS-3	VALDOSTA APP CON★	CTAF
118.725	126.6 285.6	122.9 L





CATEGORY	A	B	C	D
CIRCLING	800-1	614 (700-1)	820-1¾ 634 (700-1¾)	820-2 634 (700-2)

MIRL Rwy 14-32 L

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	5000
CH 82005	163°	TDZE	1515
W16A		Apt Elev	1535

RNAV (GPS) RWY 16

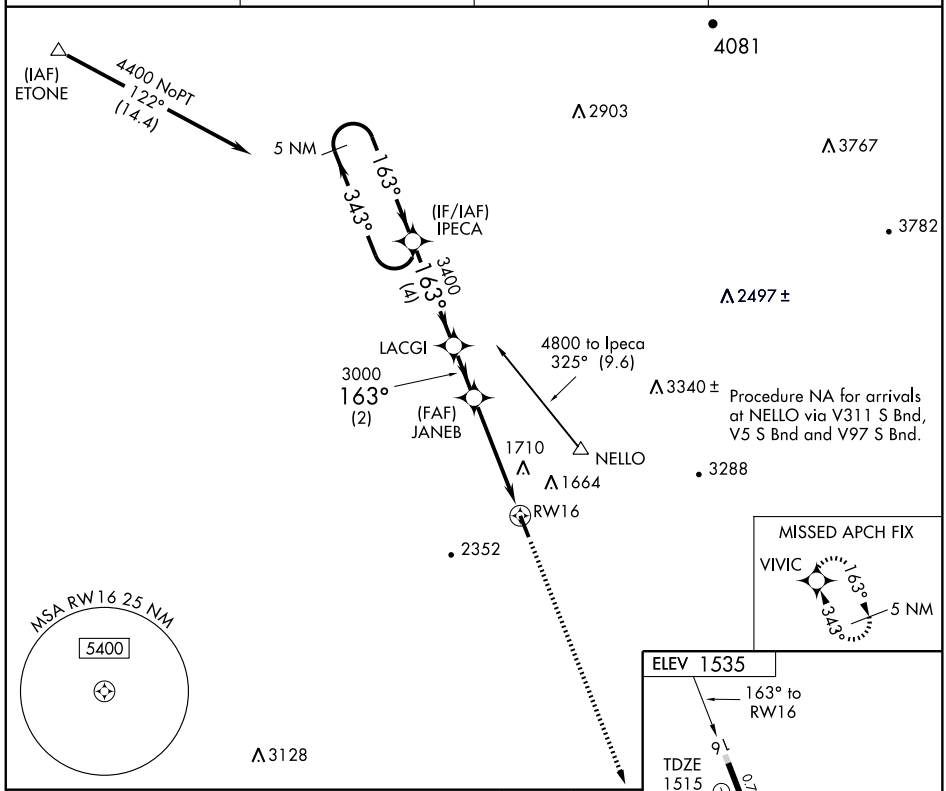
JASPER/PICKENS COUNTY (JZP)

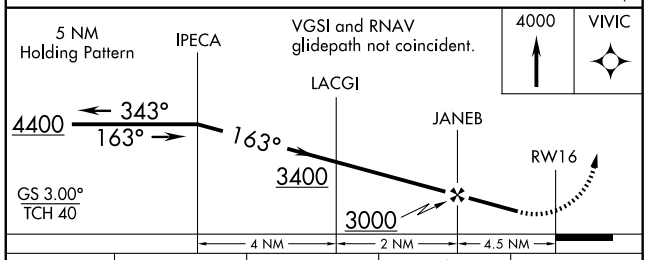
If local altimeter setting not received, use Cobb County-Mc Collum Field altimeter setting and increase all DAs/MDAs 140 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

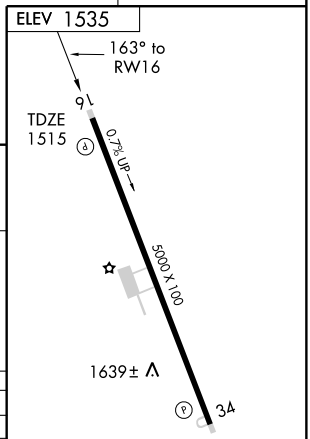
NA

MISSED APPROACH: Climb to 4000 direct VIVIC and hold.

AWOS-A	ATLANTA CENTER	GCO	UNICOM
285	133.1 290.8	121.725	122.725 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1929-1½ 414 (400-1½)			NA
LNAV MDA	1960-1 445 (500-1)		1960-1¼ 445 (500-1¼)	NA
CIRCLING	1960-1 425 (500-1)	2160-1 625 (700-1)	2360-2½ 825 (900-2½)	NA

MIRL Rwy 16-34 L

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	5000
CH 77705	343°	TDZE	1535
W34A		Apt Elev	1535

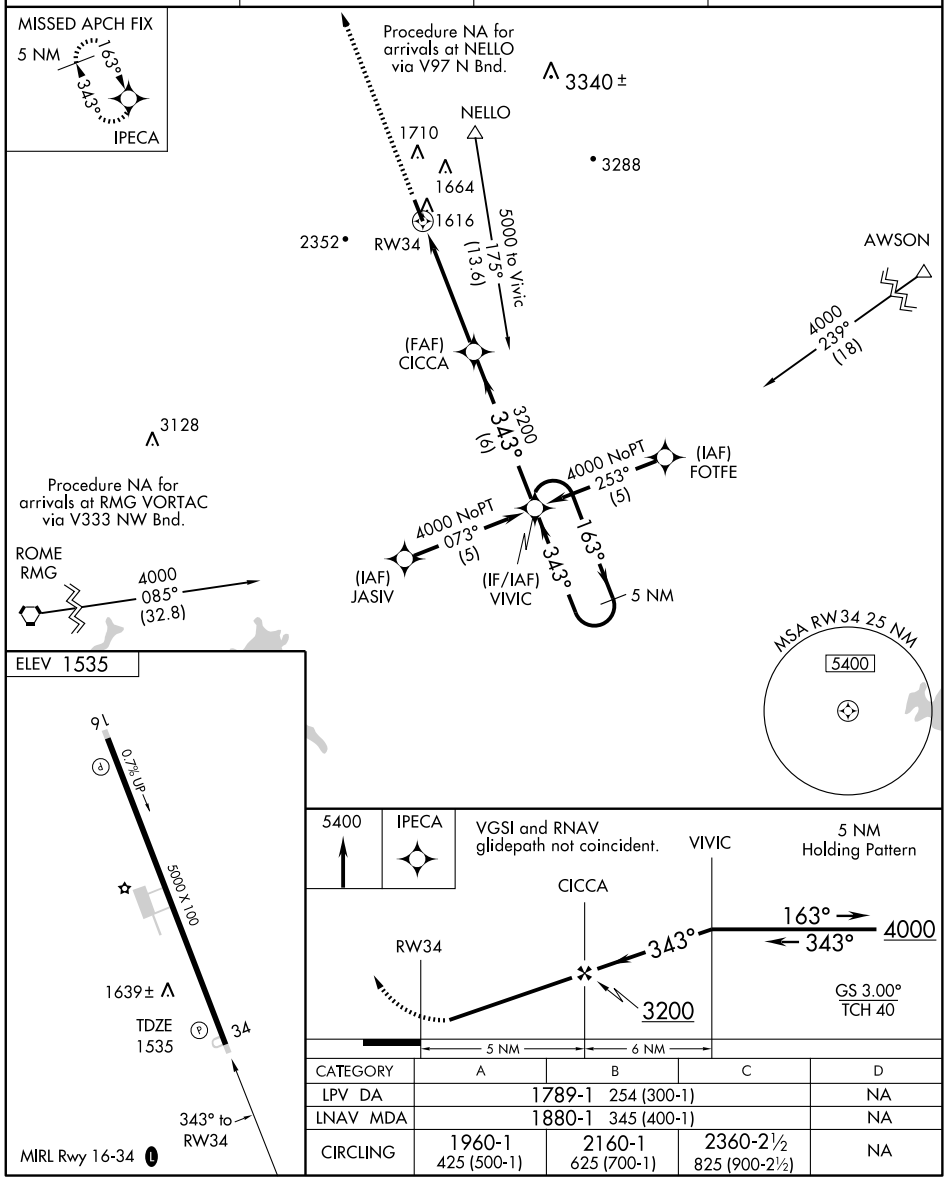
RNAV (GPS) RWY 34

JASPER/PICKENS COUNTY (JZP)

T A NA — If local altimeter setting not received, use Cobb County-McCollum Field altimeter setting and increase all LPV DAs to 1922/MDAs 140 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5400 direct IPECA and hold, continue climb-in-hold to 5400.

AWOS-A	ATLANTA CENTER	GCO	UNICOM
285	133.1 290.8	121.725	122.725 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1789-1 254 (300-1)			NA
LNAV MDA	1880-1 345 (400-1)			NA
CIRCLING	1960-1 425 (500-1)	2160-1 625 (700-1)	2360-2½ 825 (900-2½)	NA

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	5210
CH 78404	168°	TDZE	943
W17A		Apt Elev	951

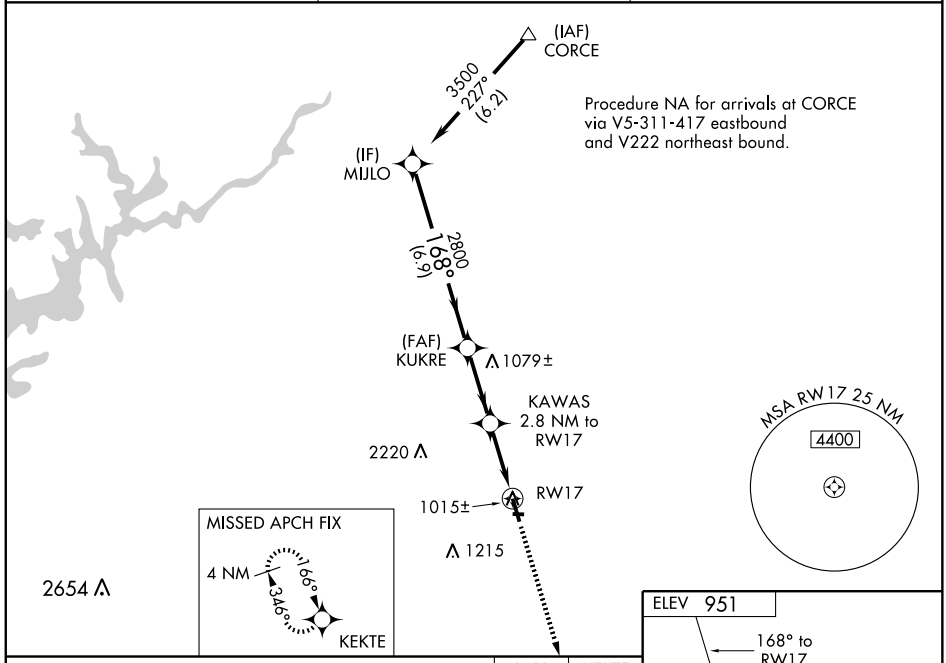
RNAV (GPS) RWY 17

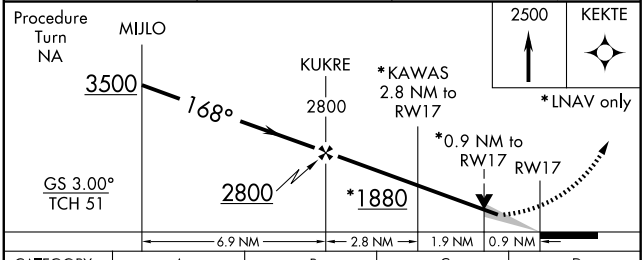
JEFFERSON/ JACKSON COUNTY (19A)

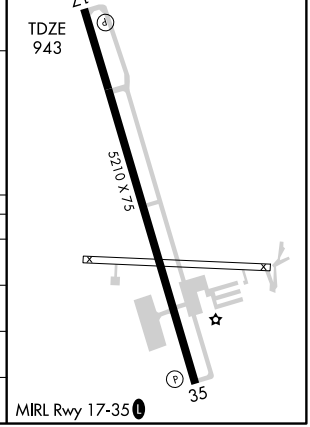
Baro-VNAV NA when using Athens/Ben Epps altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP NA when using Athens/Ben Epps altimeter setting. When local altimeter setting not received, use Athens/Ben Epps altimeter setting and increase all DA/MDA 80 feet. Increase LPV and LNAV/VNAV visibility ¼ mile. Increase LNAV Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct KEKTE and hold.

ASOS	ATLANTA APP CON ★	UNICOM
118.125	132.475 291.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1193-1 250 (300-1)			
LNAV/VNAV DA	1228-1 285 (300-1)			
LNAV MDA	1280-1 337 (400-1)			
CIRCLING	1360-1 409 (500-1)	1420-1 469 (500-1)	1420-1½ 469 (500-1½)	1520-2 569 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

RNAV (GPS) RWY 35

JEFFERSON/JACKSON COUNTY (19A)

WAAS	APP CRS	Rwy Idg	5210
CH 82704	348°	TDZE	950
W35A		Apt Elev	951

Baro-VNAV NA when using Athens/Ben Epps altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Athens/Ben Epps altimeter setting and increase all DA/MDA 80 feet. Increase LPV and LNAV/VNAV visibility ¼ mile. Increase LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct MIJLO and hold.

ASOS	ATLANTA APP CON ★	UNICOM
118.125	132.475 291.1	122.8 (CTAF) L

MISSED APCH FIX

MIJLO 166° 346° 4 NM

MSA RW35 25 NM 4400

2220

1059±

RW35

1215

2654

1071

(FAF) JIRWI

2500 348° (6.1)

(IF) KEKTE

Procedure NA for arrivals at AHN VORTAC on airway radials 291 CW 340.

2500 294° (9.1)

(IAF) ATHENS AHN

ELEV 951

17

5210 X 75

TDZE 950

35

348° to RW35

MIRL Rwy 17-35 L

3500 MIJLO

JIRWI 2500

KEKTE

Procedure Turn NA

RW35 348° 2500 2500

GS 3.00° TCH 50

4.7 NM 6.1 NM

CATEGORY	A	B	C	D
LPV DA	1233-1 283 (300-1)			
LNAV/VNAV DA	1329-1¼ 379 (400-1¼)			
LNAV MDA	1380-1 430 (500-1)		1380-1¼ 430 (500-1¼)	1380-1½ 430 (500-1½)
CIRCLING	1380-1 429 (500-1)	1420-1 469 (500-1)	1420-1½ 469 (500-1½)	1520-2 569 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

VORTAC AHN	APP CRS	Rwy Idg	5210
109.6	319°	TDZE	950
Chan 33		Apt Elev	951

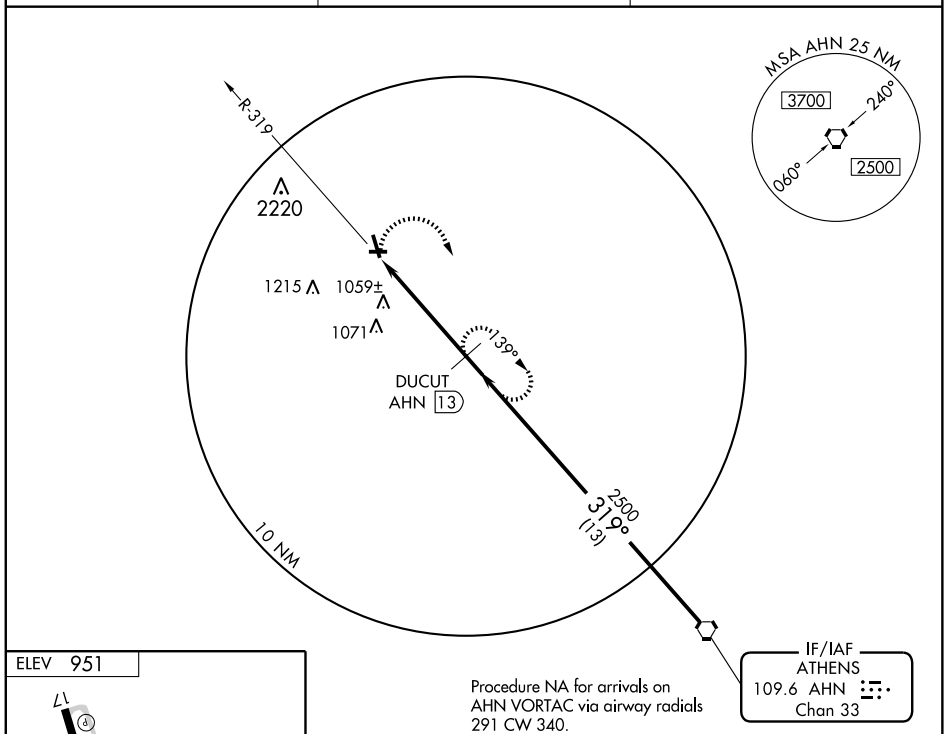
VOR/DME RWY 35

JEFFERSON/JACKSON COUNTY (19A)

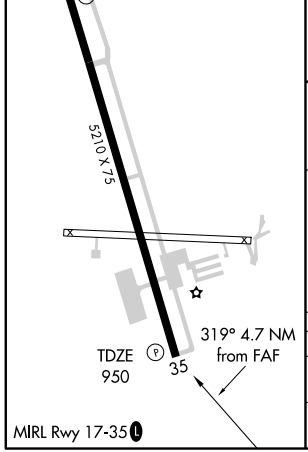
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Athens/Ben Epps altimeter setting and increase all MDA 80 feet and S-35 Cat C visibility ¼ mile.

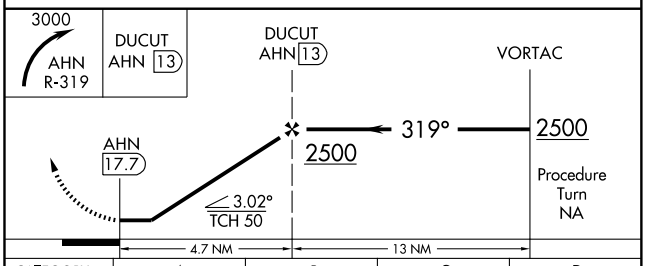
MISSED APPROACH: Climbing right turn to 3000 via AHN VORTAC R-319 to DUCUT/ AHN 13 DME and hold.

ASOS	ATLANTA APP CON ★		UNICOM
118.125	132.475	291.1	122.8 (CTAF) L



Procedure NA for arrivals on AHN VORTAC via airway radials 291 CW 340.





CATEGORY	A	B	C	D
S-35	1380-1	430 (500-1)	1380-1¼ 430 (500-1¼)	1380-1½ 430 (500-1½)
CIRCLING	1380-1 429 (500-1)	1420-1 469 (500-1)	1420-1½ 469 (500-1½)	1520-2 569 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	3715
359°	TDZE	11
	Apt Elev	12

RNAV (GPS) RWY 36

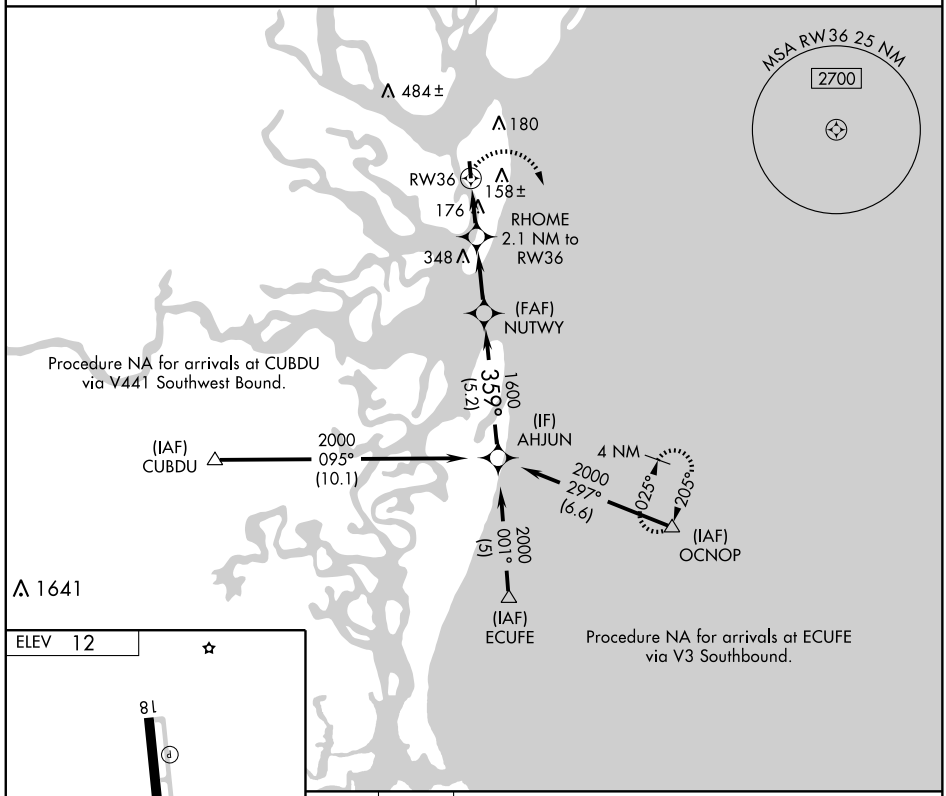
JEKYLL ISLAND (09J)

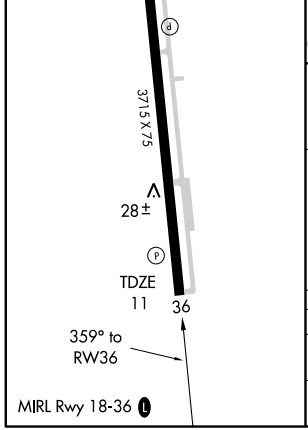
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Brunswick/Malcolm McKinnon altimeter setting; when not received, use Jacksonville Intl altimeter setting and increase all MDA 100 feet. VDP NA when using Jacksonville Intl altimeter setting.

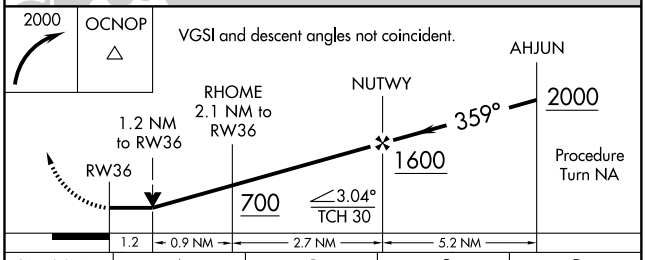
NA

MISSED APPROACH: Climbing right turn to 2000 direct OCNOP and hold. When authorized by ATC, climb-in-hold to 4000.

JACKSONVILLE CENTER	UNICOM
126.75 277.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	440-1	429 (500-1)	NA	
CIRCLING	480-1	468 (500-1)	NA	

SE-4, 22 OCT 2009 to 19 NOV 2009

VORTAC SSI 109.8 Chan 35	APP CRS 037°	Rwy Idg N/A TDZE N/A Apt Elev 12

VOR-A

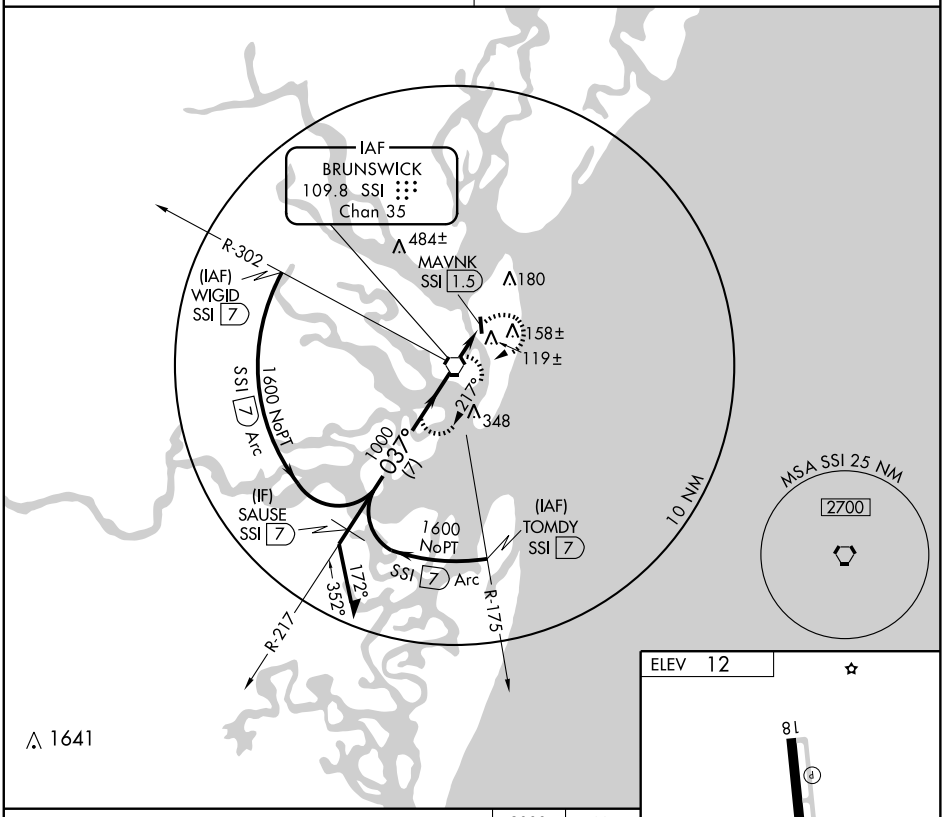
JEKYLL ISLAND (09J)

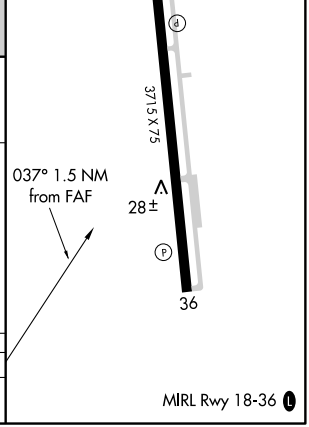
NA

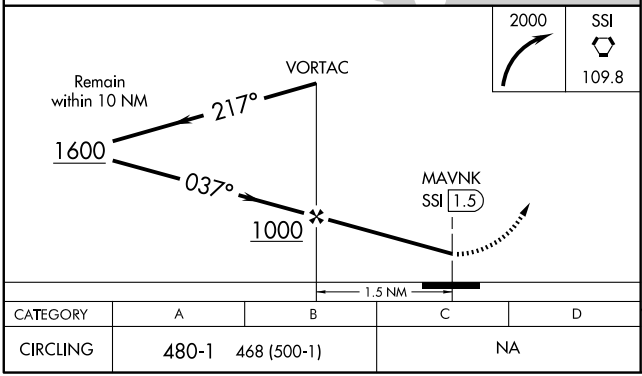
Use Brunswick/Malcolm McKinnon altimeter setting; when not received, use Jacksonville Intl altimeter setting and increase MDA 100 feet.

MISSED APPROACH: Climbing right turn to 2000 direct SSI VORTAC and hold, continue climb-in-hold to 2000.

JACKSONVILLE CENTER	UNICOM
126.75 277.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	480-1	468 (500-1)	NA	

MIRL Rwy 18-36 L

SE-4, 22 OCT 2009 to 19 NOV 2009

NDB RWY 11

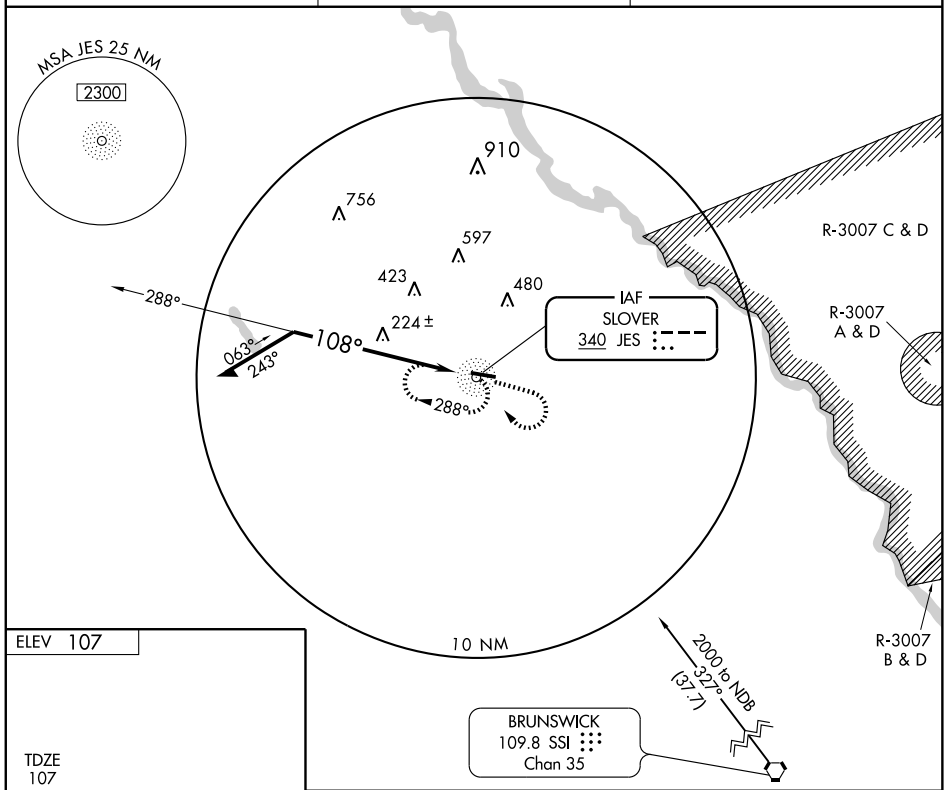
JESUP-WAYNE COUNTY (JES)

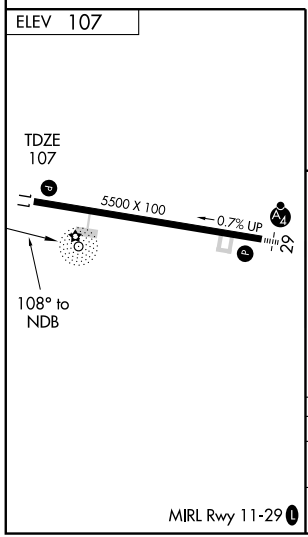
NDB JES	APP CRS	Rwy Idg	5500
340	108°	TDZE	107
		Apt Elev	107

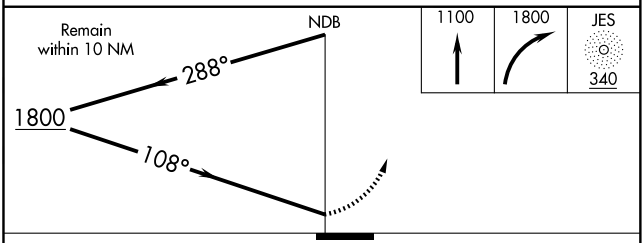
Visibility reduction by helicopters NA. When local altimeter setting not received, use Savannah/Hilton Head Intl altimeter setting and increase all MDA 140 feet, S-11 Cat C and D and Circling Cat D visibility ½ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1100 then climbing right turn to 1800 direct JES NDB and hold, continue climb-in-hold to 1800.

AWOS-A	JACKSONVILLE CENTER	UNICOM
340.0	126.75 277.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-11	580-1	473 (500-1)	580-1¼ 473 (500-1¼)	580-1½ 473 (500-1½)
CIRCLING	580-1	473 (500-1)	580-1½ 473 (500-1½)	780-2¼ 673 (700-2¼)

SE-4, 22 OCT 2009 to 19 NOV 2009

NDB RWY 29

JESUP-WAYNE COUNTY (JES)

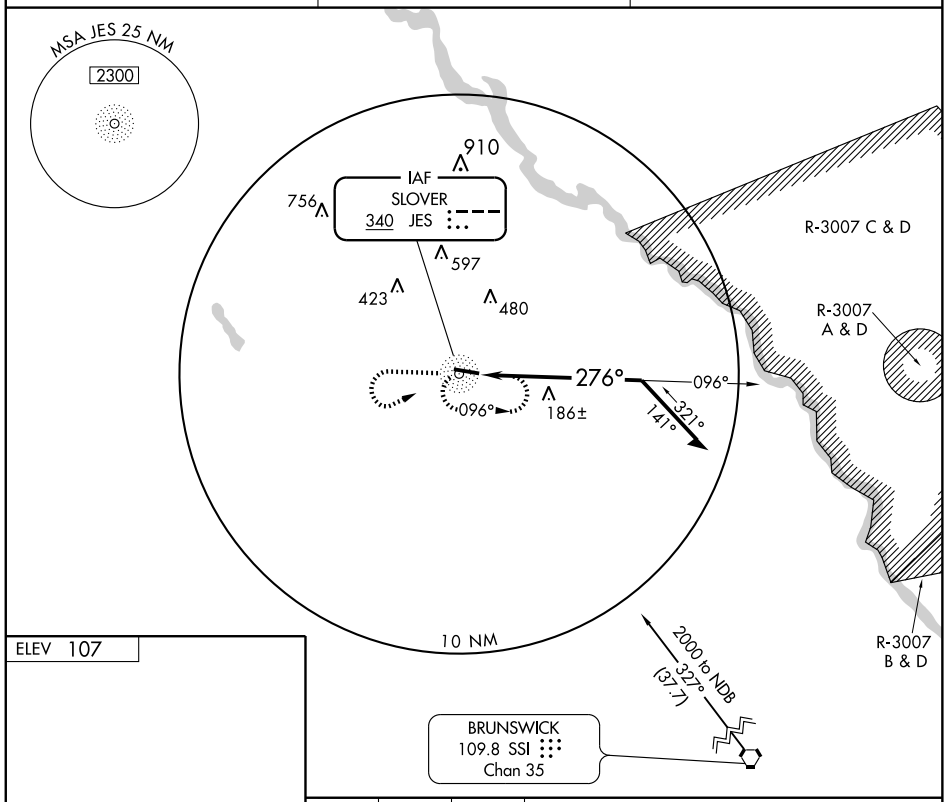
NDB JES 340	APP CRS 276°	Rwy Idg 5500 TDZE 96 Apt Elev 107

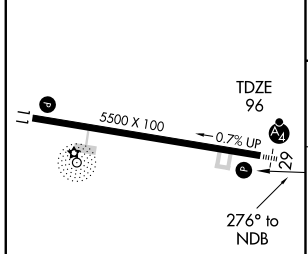
Visibility reduction by helicopters NA. When local altimeter setting not received, use Savannah/Hilton Head Intl altimeter setting and increase all MDA 140 feet, S-29 Cat C and D visibility ¼ mile, and Circling Cat D visibility ½ mile. Inoperative table does not apply to S-29 Cat C.

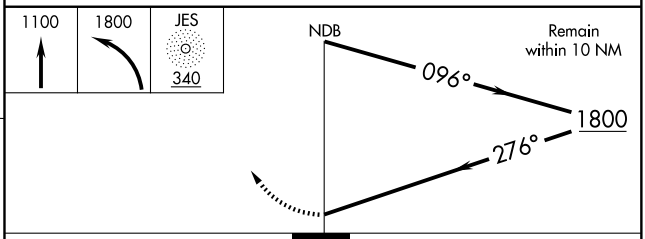
MALSF

MISSED APPROACH: Climb to 1100 then climbing left turn to 1800 direct JES NDB and hold, continue climb-in-hold to 1800.

AWOS-A	JACKSONVILLE CENTER	UNICOM
340.0	126.75 277.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-29	540-¾ 444 (500-¾)		540-1¼ 444 (500-1¼)	540-1½ 444 (500-1½)
CIRCLING	540-1 433 (500-1)	560-1 453 (500-1)	560-1½ 453 (500-1½)	780-2¼ 673 (700-2¼)

MIRL Rwy 11-29 L

WAAS	APP CRS	Rwy Idg	5500
CH 77815	103°	TDZE	107
W11A		Apt Elev	107

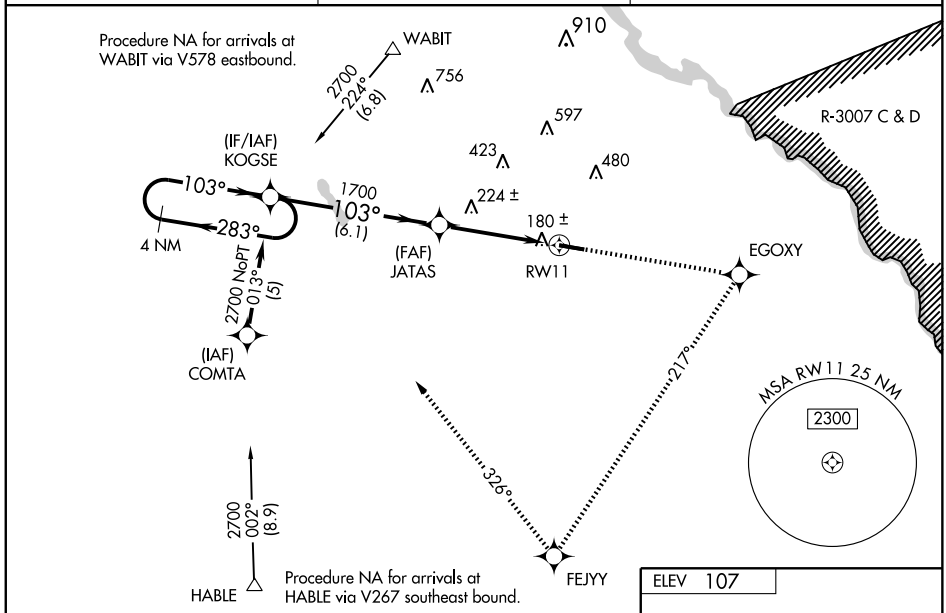
RNAV (GPS) RWY 11

JESUP-WAYNE COUNTY (JES)

Baro-VNAV NA when using Savannah/Hilton Head Intl altimeter setting.
NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Savannah/Hilton Head Intl altimeter setting and increase LPV DA to 583, LNAV/VNAV DA to 594, and all MDA 140 feet; increase LPV all Cats and LNAV Cat C visibility ½ mile and LNAV/VNAV Cats visibility ¼ mile. VDP NA when using Savannah/Hilton Head Intl altimeter setting.

MISSED APPROACH: Climb to 2700 direct EGOXY and right turn via track 217° to FEJYY and right turn via track 326° to KOGSE and hold.

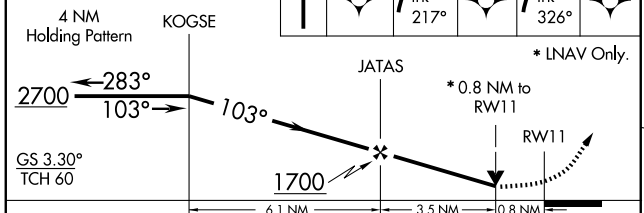
AWOS-A	JACKSONVILLE CENTER	UNICOM
340.0	126.75 277.4	122.8 (CTAF) L



SE-4, 22 OCT 2009 to 19 NOV 2009

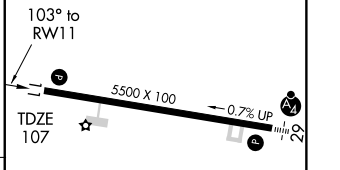
VGSI and RNAV glidepath not coincident.

2700	EGOXY	trk 217°	FEJYY	trk 326°	KOGSE



* LNAV Only.

CATEGORY	A	B	C	D
LPV DA	462-1 355 (400-1)			NA
LNAV/VNAV DA	473-1¼ 366 (400-1¼)			NA
LNAV MDA	480-1 373 (400-1)			NA
CIRCLING	500-1 393 (400-1)	560-1 453 (500-1)	560-1½ 453 (500-1½)	NA



MIRL Rwy 11-29 L

RNAV (GPS) RWY 29

JESUP-WAYNE COUNTY (JES)

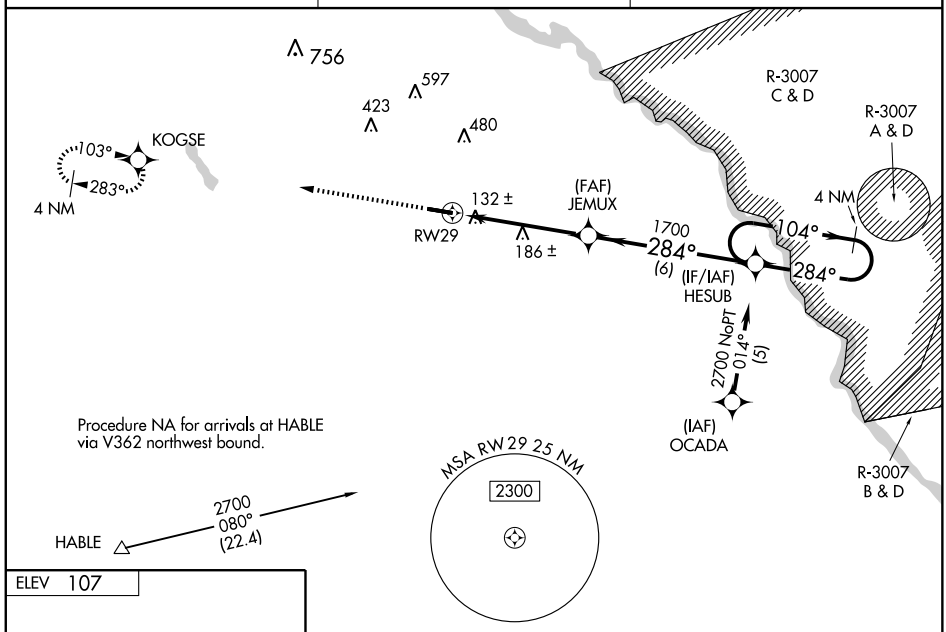
WAAS	APP CRS	Rwy Idg	5500
CH 53615	284°	TDZE	96
W29A		Apt Elev	107

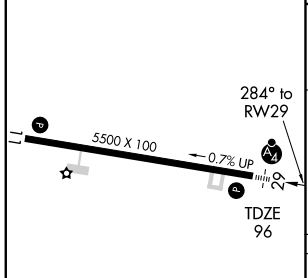
Baro-VNAV NA when using Savannah/Hilton Head Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Savannah/Hilton Head Intl altimeter setting and increase LPV DA to 485, LNAV/VNAV DA to 542, and all MDA 140 feet, increase LPV and LNAV/VNAV all Cats and Circling Cat D visibility ½ mile, increase LNAV Cat C and D visibility ¼ mile. Inoperative table does not apply.

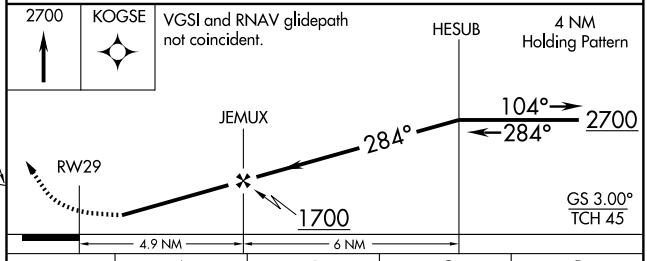
MALSF

MISSED APPROACH: Climb to 2700 direct KOGSE and hold.

AWOS-A	JACKSONVILLE CENTER	UNICOM
340.0	126.75 277.4	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	364-1 268 (300-1)			
LNAV/VNAV DA	421-1¼ 325 (400-1¼)			
LNAV MDA	440-1 344 (400-1)			440-1¼ 344 (400-1¼)
CIRCLING	500-1 393 (400-1)	560-1 453 (500-1)	560-1½ 453 (500-1½)	780-2¼ 673 (700-2¼)

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5350
022°	TDZE	773
	Apt Elev	777

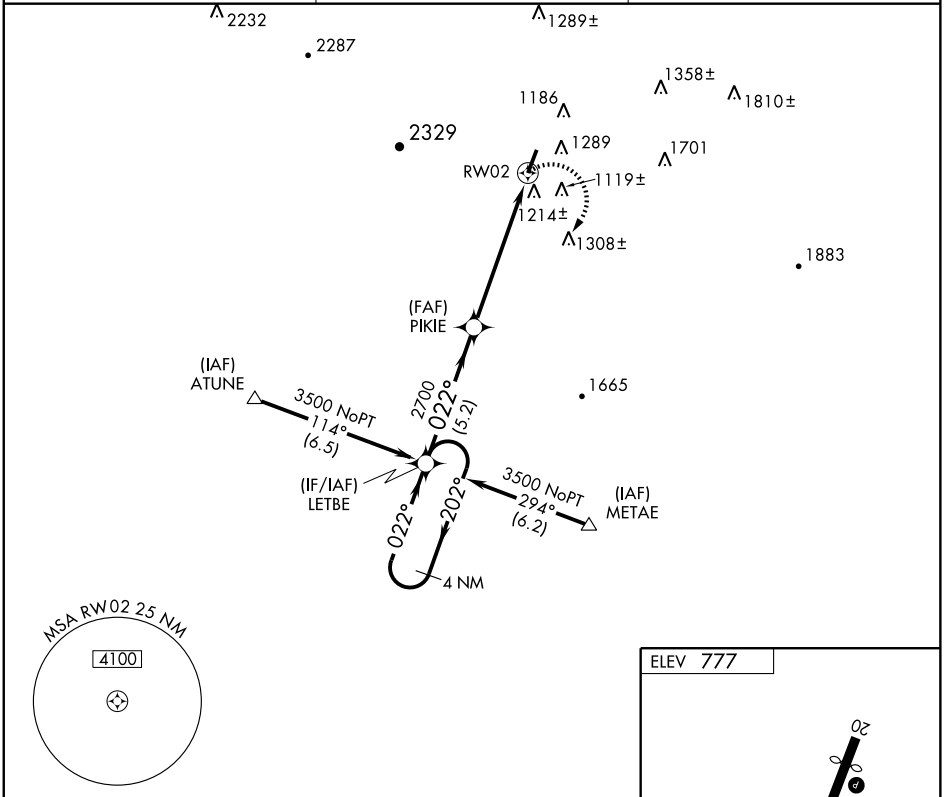
RNAV (GPS) RWY 2

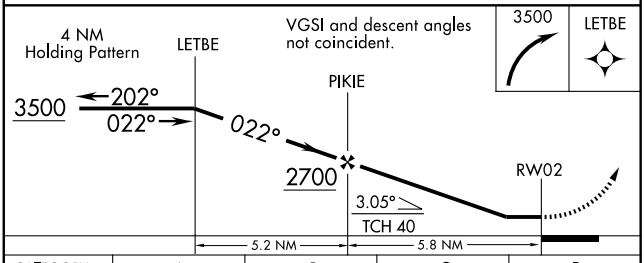
LAFAYETTE/BARWICK LAFAYETTE (9A5)

T A NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chattanooga, TN. Lovell Field altimeter setting and increase all MDA 80 feet.

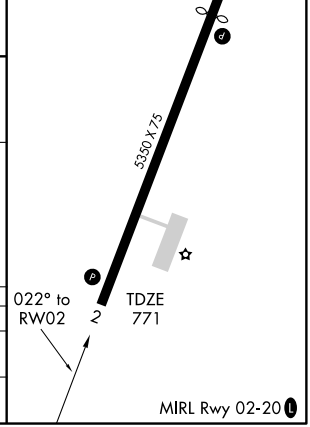
MISSED APPROACH: Climbing right turn to 3500 direct LETBE and hold.

ASOS	CHATTANOOGA APP CON ★	UNICOM
119.775	125.1 379.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1480-1 707 (800-1)	NA		
CIRCLING	1660-1¼ 883 (900-1¼)	NA		



SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4900
203°	TDZE	777
	Apt Elev	777

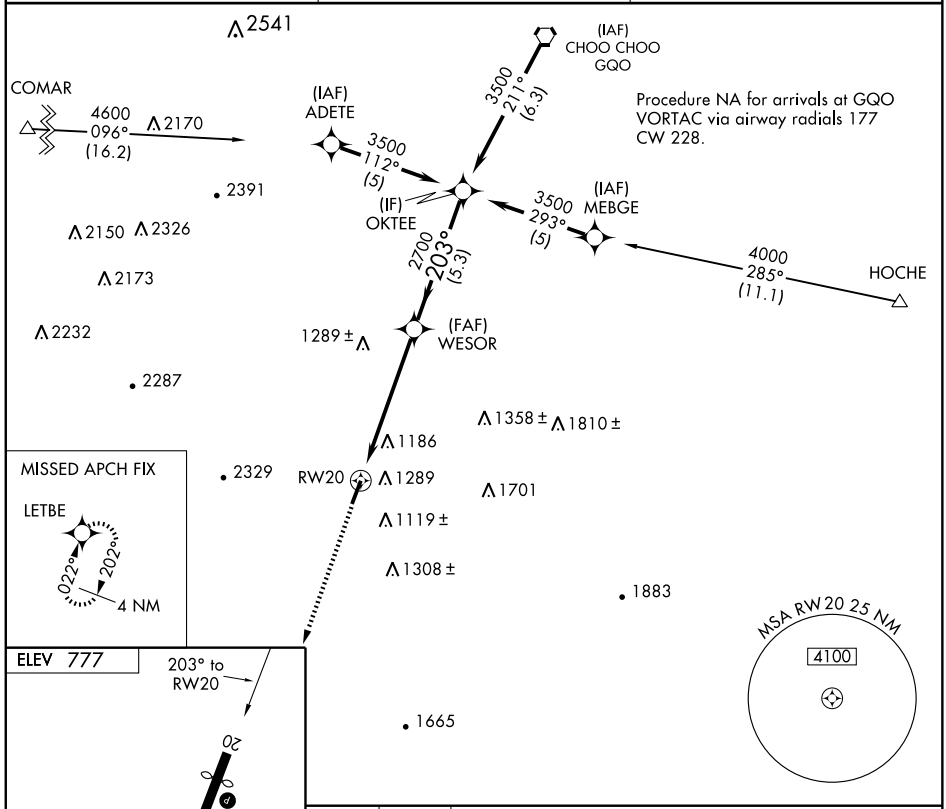
RNAV (GPS) RWY 20

LAFAYETTE/BARWICK LAFAYETTE (9A5)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chattanooga, TN, Lovell Field altimeter setting and increase all MDA 80 feet, and LNAV visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct LETBE and hold.

ASOS	CHATTANOOGA APP CON ★	UNICOM
119.775	125.1 379.1	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1600-1 823 (900-1)	NA		
CIRCLING	1660-1¼ 883 (900-1¼)	NA		

MIRL Rwy 2-20 (L)

SE-4, 22 OCT 2009 to 19 NOV 2009

LOC I-GNK	APP CRS	Rwy Idg	5600
110.9	308°	TDZE	680
		Apt Elev	693

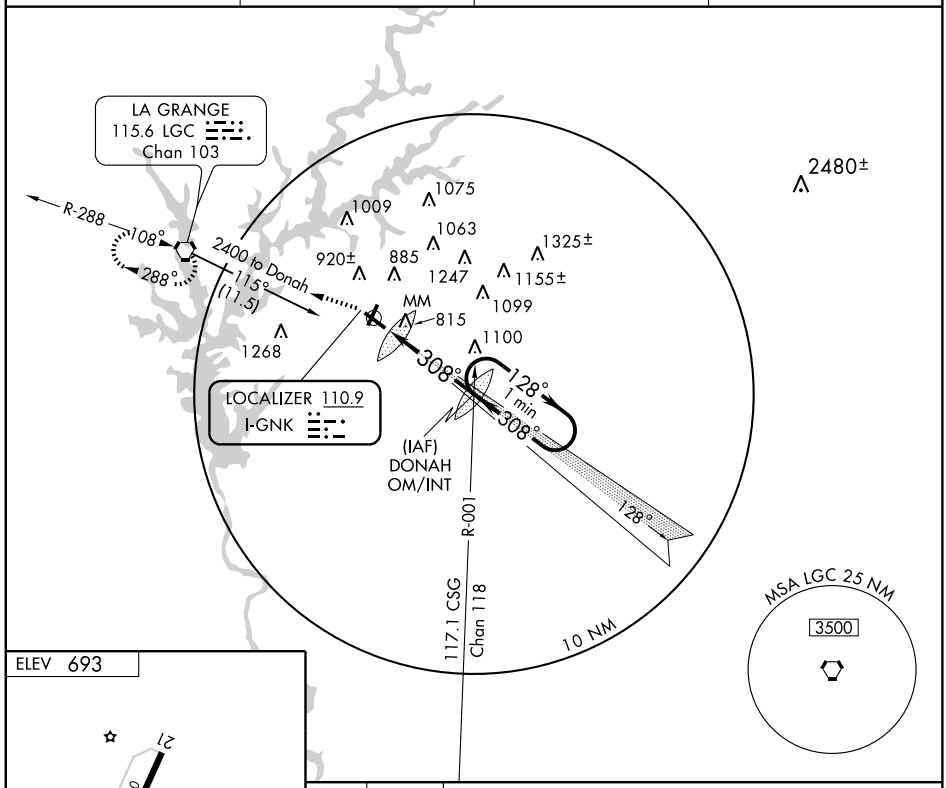
ILS or LOC RWY 31
LAGRANGE-CALLAWAY (LGC)

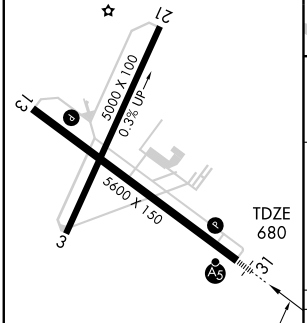
▼ If local altimeter not received use Columbus altimeter setting and increase all DH/MDAs 140 feet.
▲ NA

MALSR

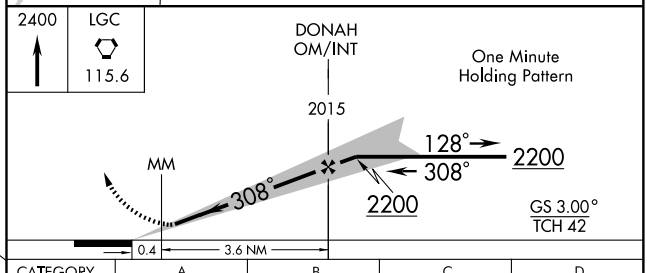
MISSED APPROACH: Climb to 2400 direct LGC VORTAC and hold.

AWOS-3	ATLANTA APP CON ★	CLNC DEL	UNICOM
126.325	125.5 323.1	119.25	122.975 (CTAF)





FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



CATEGORY	A	B	C	D
S-ILS 31	880-½ 200 (200-½)			
S-LOC 31	1180-½ 500 (500-½)		1180-1 500 (500-1)	
CIRCLING	1220-1 527 (600-1)		1240-1½ 547 (600-1½)	1300-2 607 (700-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

LAGRANGE, GEORGIA

AL-913 (FAA)

VORTAC LGC	APP CRS	Rwy Idg	5600
115.6	306°	TDZE	680
Chan 103		Apt Elev	693

VOR/DME RNAV or GPS RWY 31

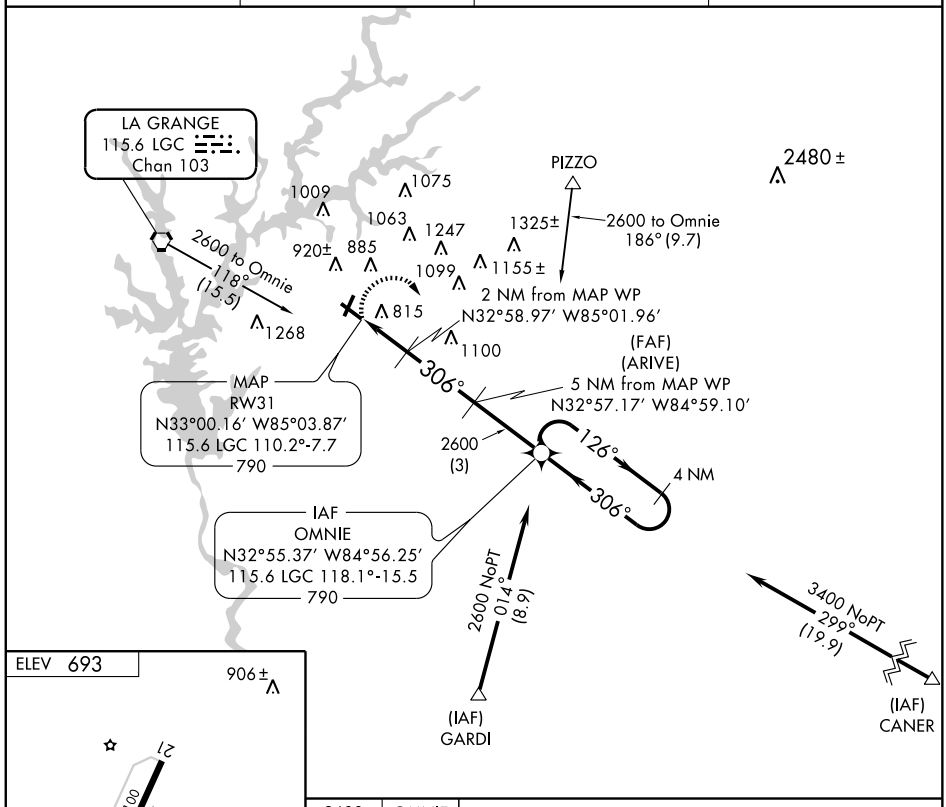
LAGRANGE-CALLAWAY (LGC)

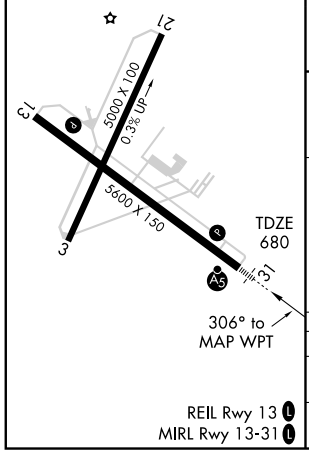
If local altimeter not received, use Columbus altimeter setting and increase all MDAs 140 feet. NA

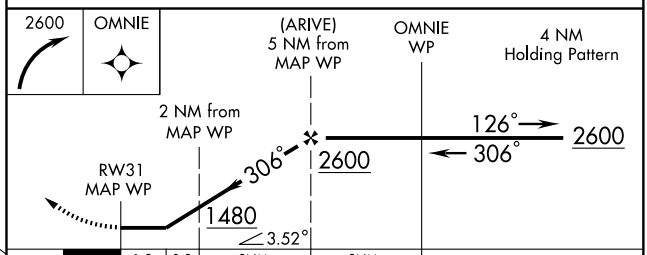
MALSR

MISSED APPROACH: Climbing right turn to 2600 direct OMNIE WP and hold.

AWOS-3	ATLANTA APP CON ★	CLNC DEL	UNICOM
126.325	125.5 323.1	119.25	122.975 (CTAF) L







CATEGORY	A	B	C	D
S-31	1160-1 480 (500-1)		1160-1¼ 480 (500-1¼)	1160-1½ 480 (500-1½)
CIRCLING	1220-1 527 (600-1)		1240-1½ 547 (600-1½)	1300-2 607 (700-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

VORTAC LGC	APP CRS	Rwy Idg	5600
115.6	108°	TDZE	680
Chan 103		Apt Elev	693

VOR or GPS RWY 13

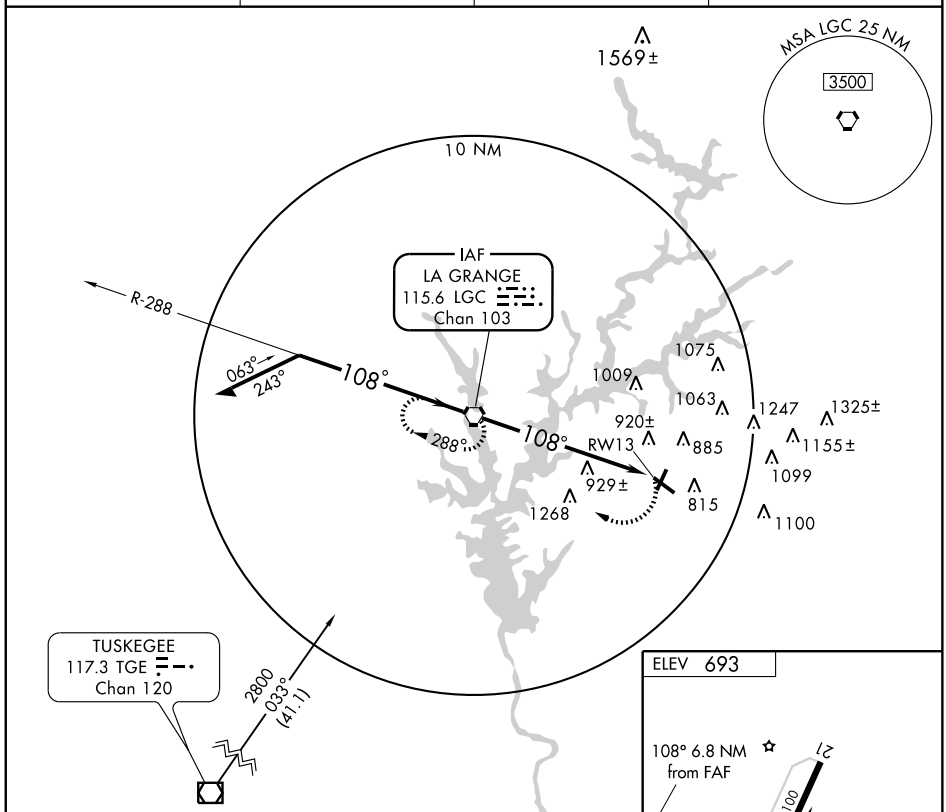
LAGRANGE-CALLAWAY (LGC)

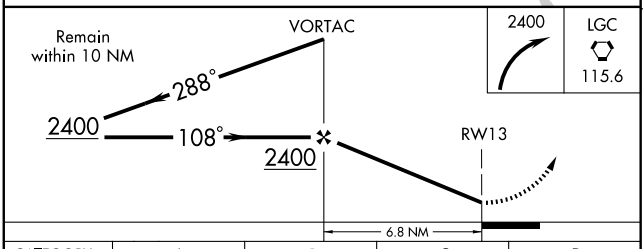
If local altimeter not received, use Columbus altimeter setting and increase all MDAs 140 feet.

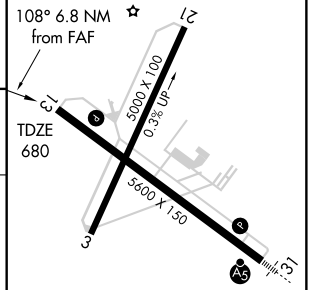
NA

MISSED APPROACH: Climbing right turn to 2400 direct LGC VORTAC and hold.

AWOS-3	ATLANTA APP CON ★	CLNC DEL	UNICOM
126.325	125.5 323.1	119.25	122.975 (CTAF) L







REIL Rwy 13 L
MIRL Rwy 13-31 L

CATEGORY	A	B	C	D
S-13	1220-1	540 (600-1)	1220-1½ 540 (600-1½)	1220-1¾ 540 (600-1¾)
CIRCLING	1220-1	527 (600-1)	1240-1½ 547 (600-1½)	1300-2 607 (700-2)

FAF to MAP 6.8 NM

Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

SE-4, 22 OCT 2009 to 19 NOV 2009

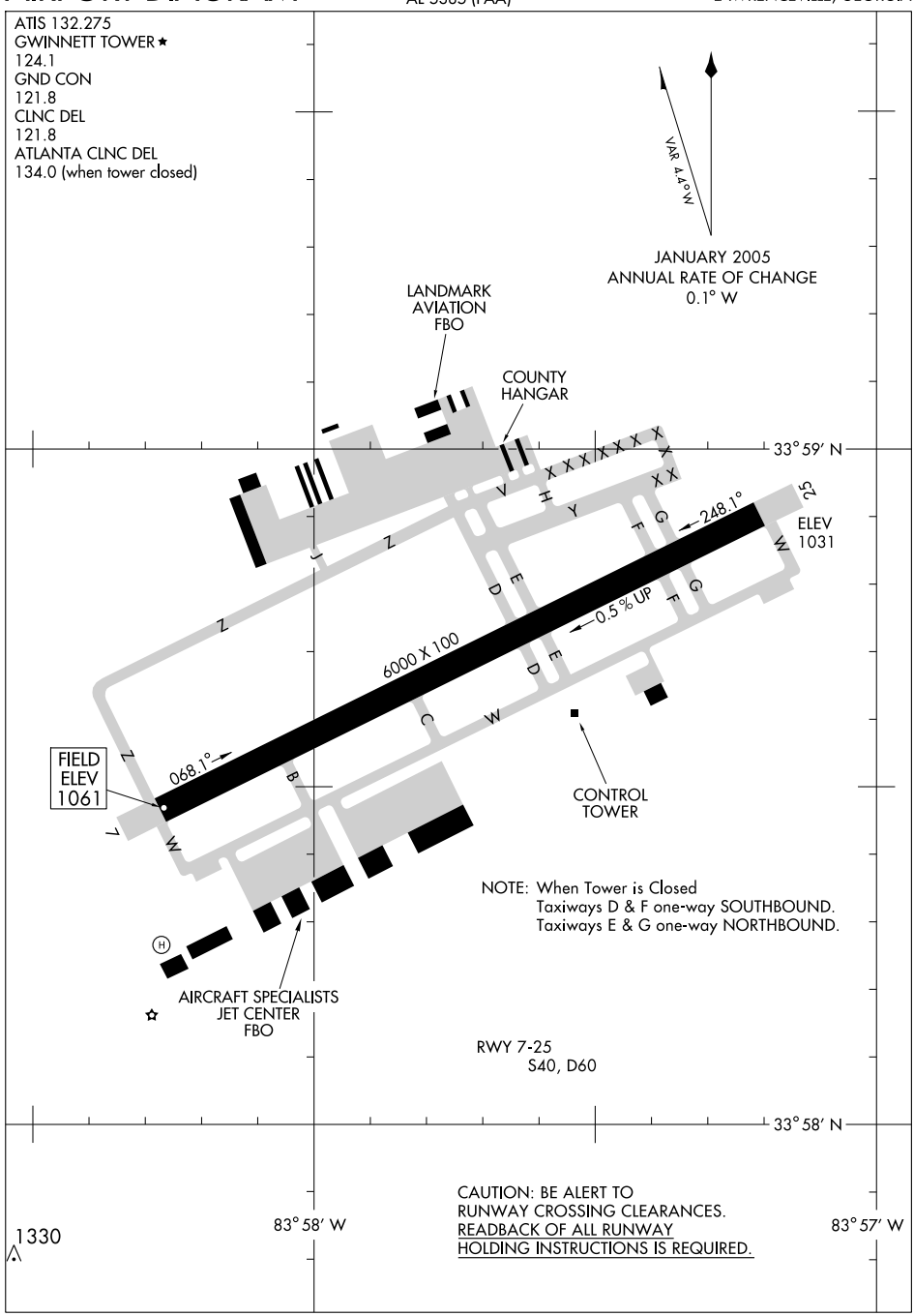
07130

AIRPORT DIAGRAM

LAWRENCEVILLE/GWINNETT COUNTY-BRISCOE FIELD (LZU)

AL-5385 (FAA)

LAWRENCEVILLE, GEORGIA

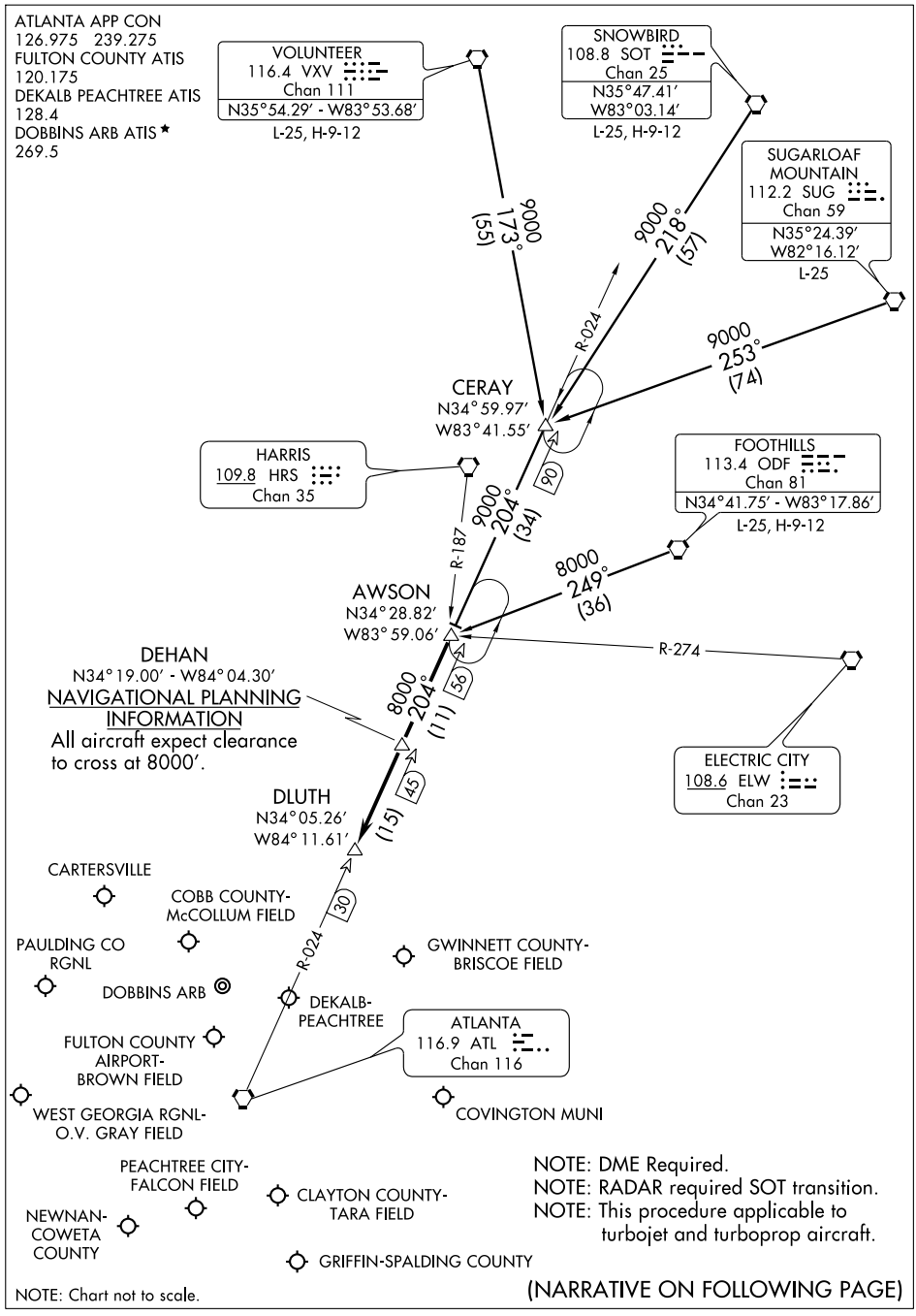


SE-4, 22 OCT 2009 to 19 NOV 2009

AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4, 22 OCT 2009 to 19 NOV 2009

AWSON ONE ARRIVAL (AWSON.AWSON1) ST-469 (FAA) ATLANTA, GEORGIA

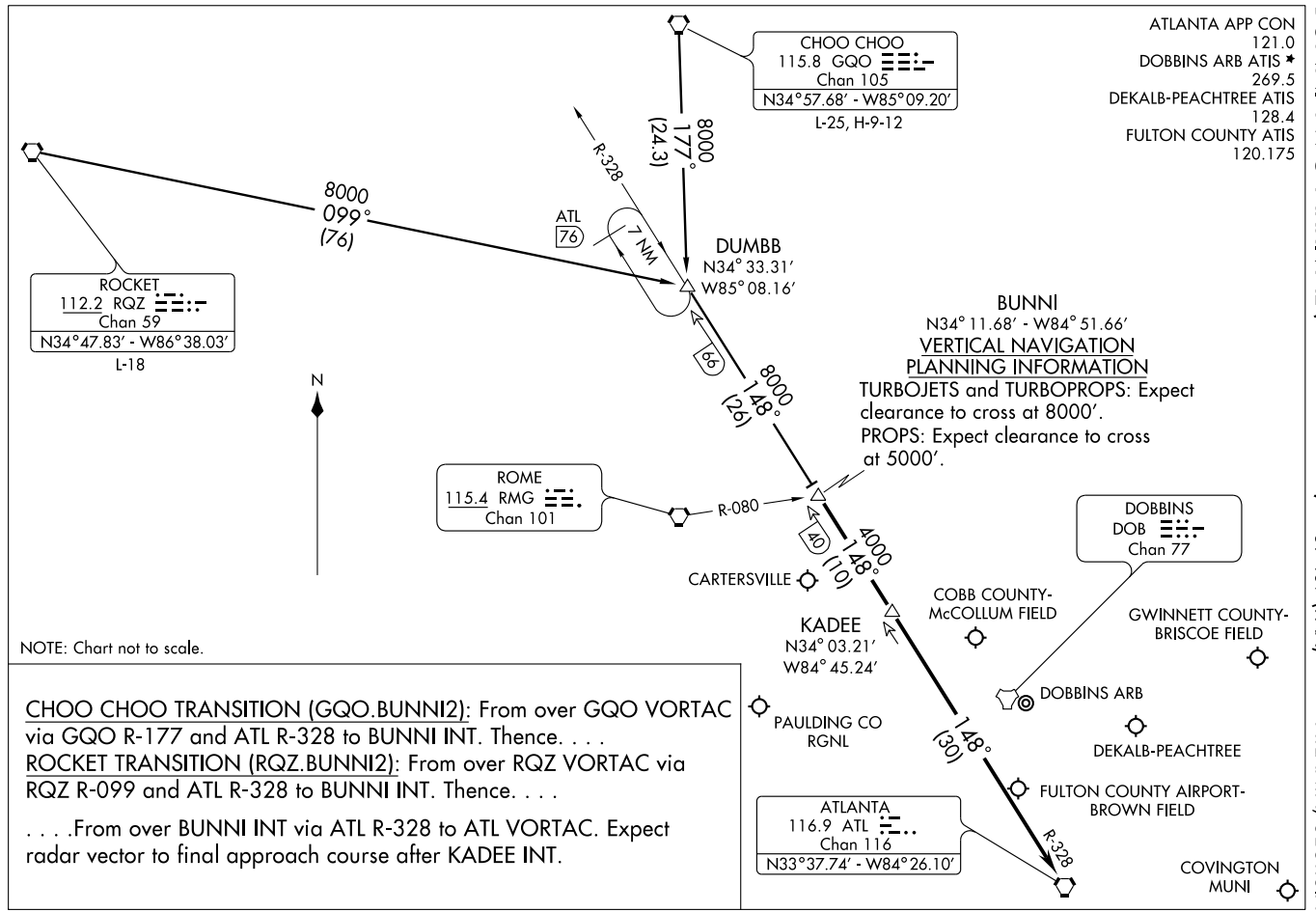
ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 22 OCT 2009 to 19 NOV 2009

BUNNI TWO ARRIVAL (BUNNI.BUNNI2)



NOTE: Chart not to scale.

CHOO CHOO TRANSITION (GQO.BUNNI2): From over GQO VORTAC via GQO R-177 and ATL R-328 to BUNNI INT. Thence. . . .

ROCKET TRANSITION (RQZ.BUNNI2): From over RQZ VORTAC via RQZ R-099 and ATL R-328 to BUNNI INT. Thence. . . .

. . . .From over BUNNI INT via ATL R-328 to ATL VORTAC. Expect radar vector to final approach course after KADEE INT.

LOC I-TXP	APP CRS	Rwy Idg	6000
109.95	246°	TDZE	1038
		Apt Elev	1061

ILS RWY 25

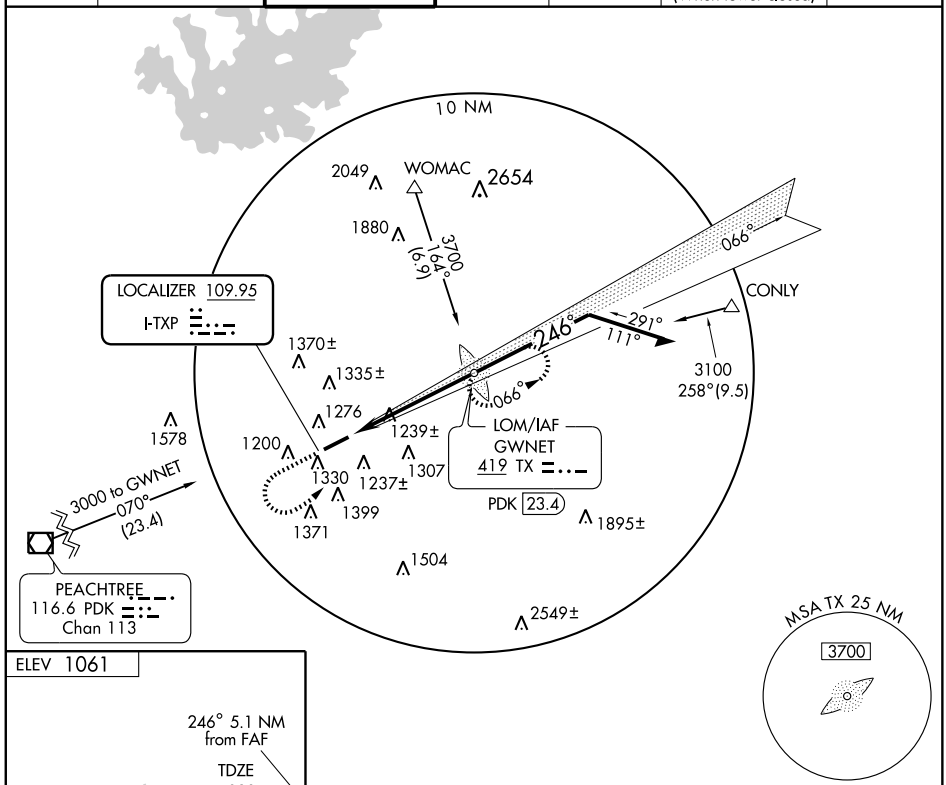
LAWRENCEVILLE/GWINNETT COUNTY-BRISCOE FIELD (LZU)

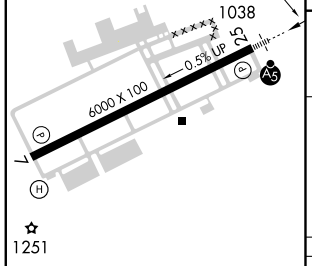
T NA — If local altimeter setting not received, use Atlanta altimeter setting and increase all DH/MDAs 200 feet. ADF REQUIRED. DME from PDK VOR/DME.

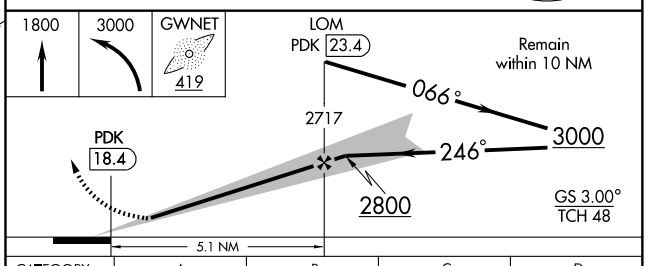
MALSR

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct to GWNET LOM and hold.

ATIS	ATLANTA APP CON	GWINNETT TOWER ★	GND CON	CLNC DEL	ATLANTA CLNC DEL	UNICOM
132.275	126.975 239.275	124.1 (CTAF) L	121.8	121.8	134.0 (When tower closed)	123.05







HIRL Rwy 7-25 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

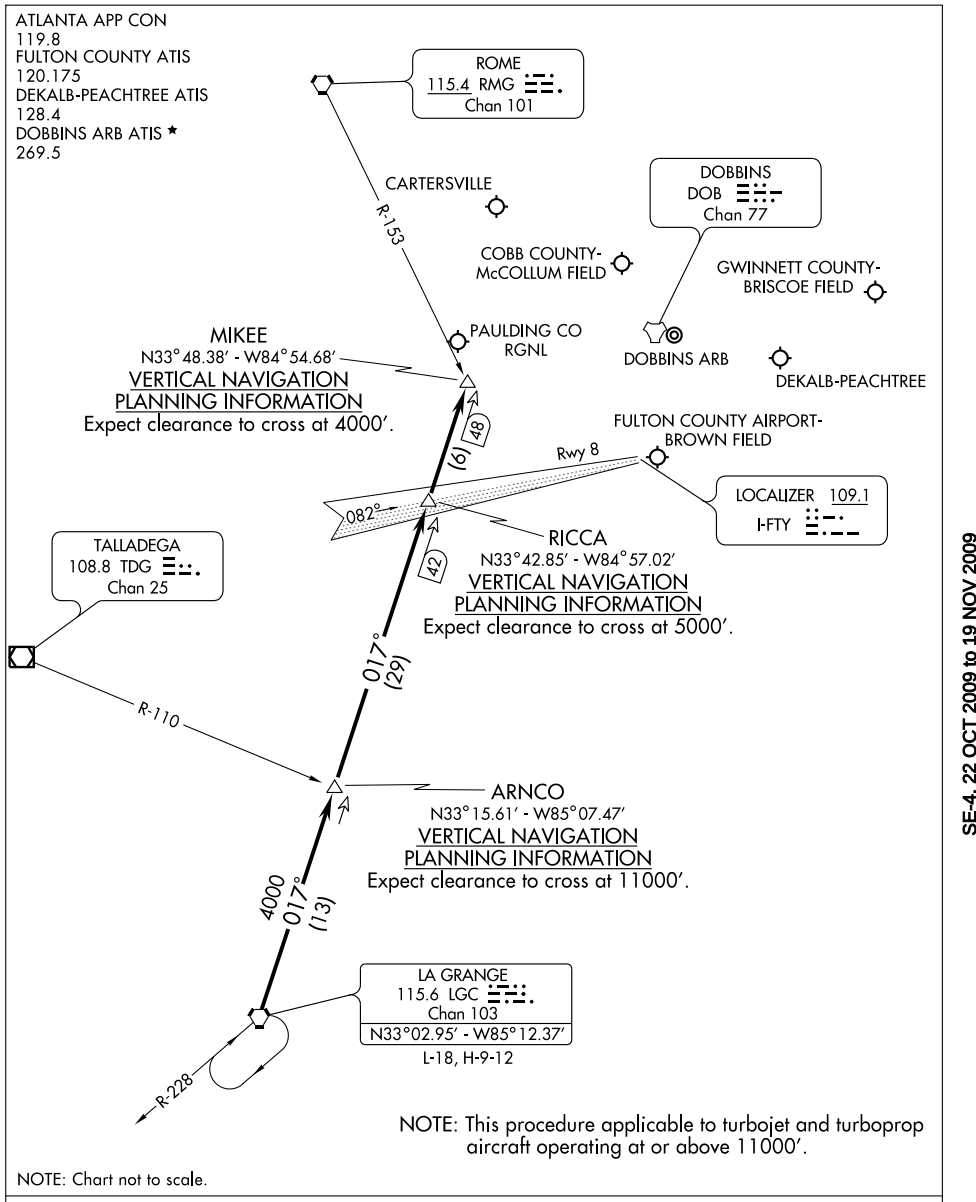
CATEGORY	A	B	C	D
S-ILS 25	1238-½	200 (200-½)		
S-LOC 25	1500-½	462 (500-½)	1500-¾ 462 (500-¾)	1500-1 462 (500-1)
CIRCLING	1640-1	579 (600-1)	1640-1½ 579 (600-1½)	1700-2 639 (700-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

MIKEE FOUR ARRIVAL (LGC.MIKEE4)

ST-469 (FAA)

ATLANTA, GEORGIA



From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

SE-4, 22 OCT 2009 to 19 NOV 2009

LOM TX	APP CRS	Rwy Idg	6000
419	245°	TDZE	1038
		Apt Elev	1061

NDB or GPS RWY 25

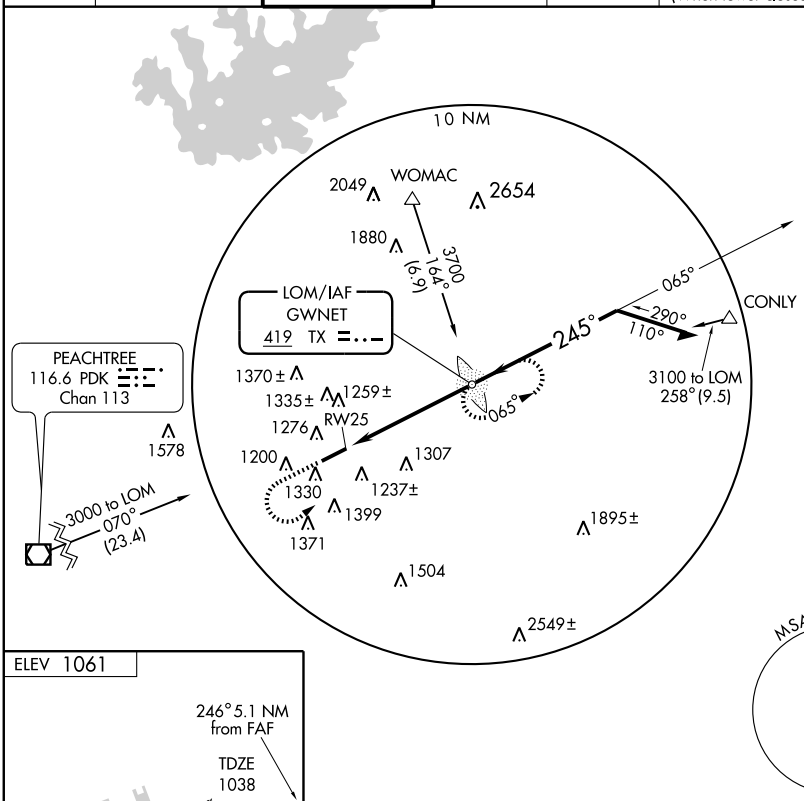
LAWRENCEVILLE/GWINNETT COUNTY-BRISCOE FIELD (LZU)

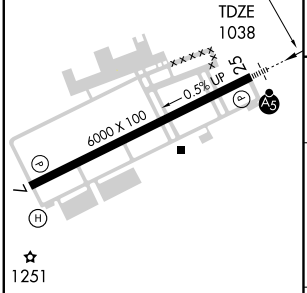
If local altimeter setting not received, use Atlanta altimeter setting and increase all MDAs 200 feet.

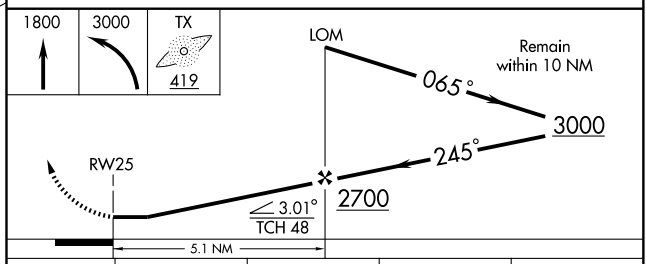
MALSR

MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 direct TX LOM and hold.

ATIS	ATLANTA APP CON	GWINNETT TOWER ★	GND CON	CLNC DEL	ATLANTA CLNC DEL	UNICOM
132.275	126.975 239.275	124.1 (CTAF) L	121.8	121.8	134.0 (When tower closed)	123.05







HIRL Rwy 7-25 L

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
S-25	1600-¾ 562 (600-¾)		1600-1 562 (600-1)	1600-1½ 562 (600-1½)
CIRCLING	1640-1 579 (600-1)		1640-1½ 579 (600-1½)	1700-2 639 (700-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

LAWRENCEVILLE, GEORGIA AL-5385 (FAA)

APP CRS	Rwy Idg	N/A
335°	TDZE	N/A
	Apt Elev	1061

RNAV (GPS)-A

LAWRENCEVILLE/GWINNETT COUNTY-BRISCOE FIELD (LZU)

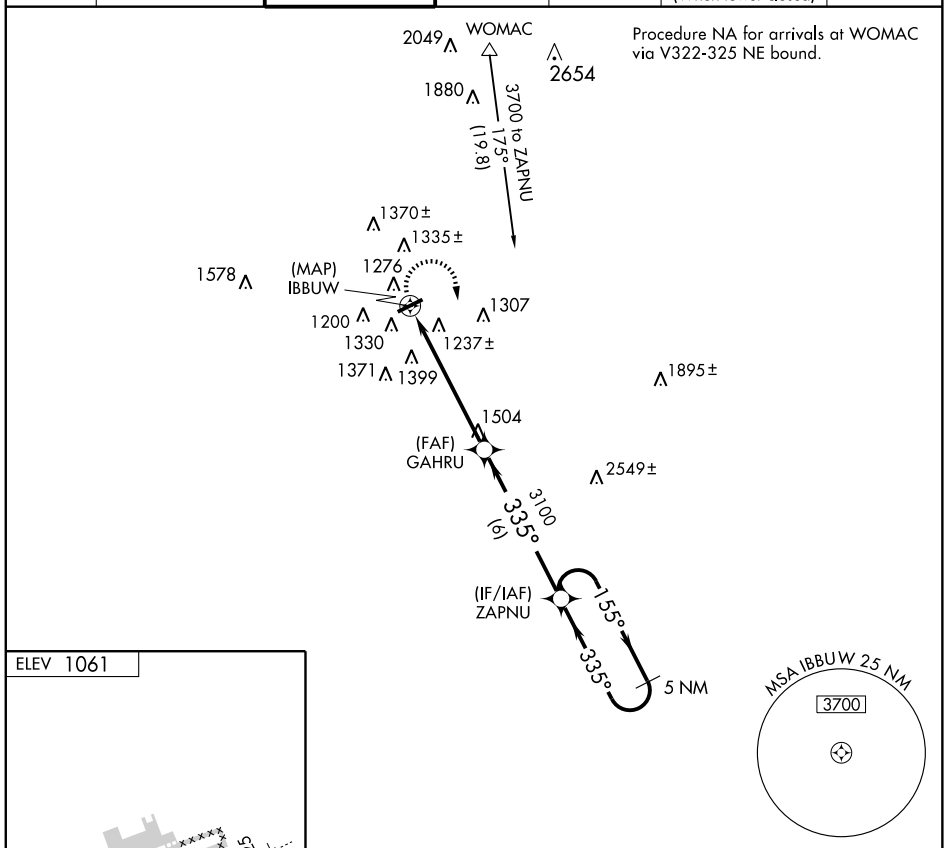
NA

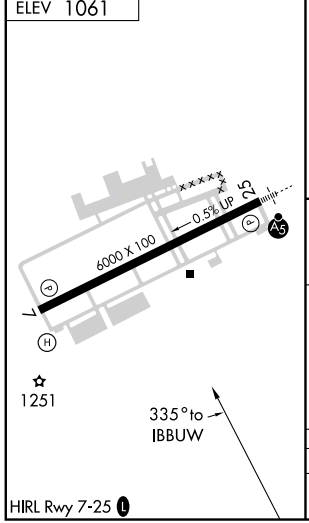
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Hartsfield-Jackson Atlanta Intl altimeter setting and increase all MDAs 80 feet.

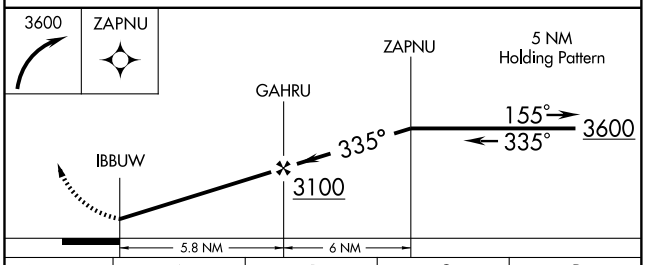
MISSED APPROACH: Climbing right turn to 3600 direct ZAPNU and hold.

ATIS	ATLANTA APP CON	GWINNETT TOWER ★	GND CON	CLNC DEL	ATLANTA CLNC DEL	UNICOM
132.275	126.975 239.275	124.1 (CTAF)	121.8	121.8	134.0 (When tower closed)	123.05

Procedure NA for arrivals at WOMAC via V322-325 NE bound.

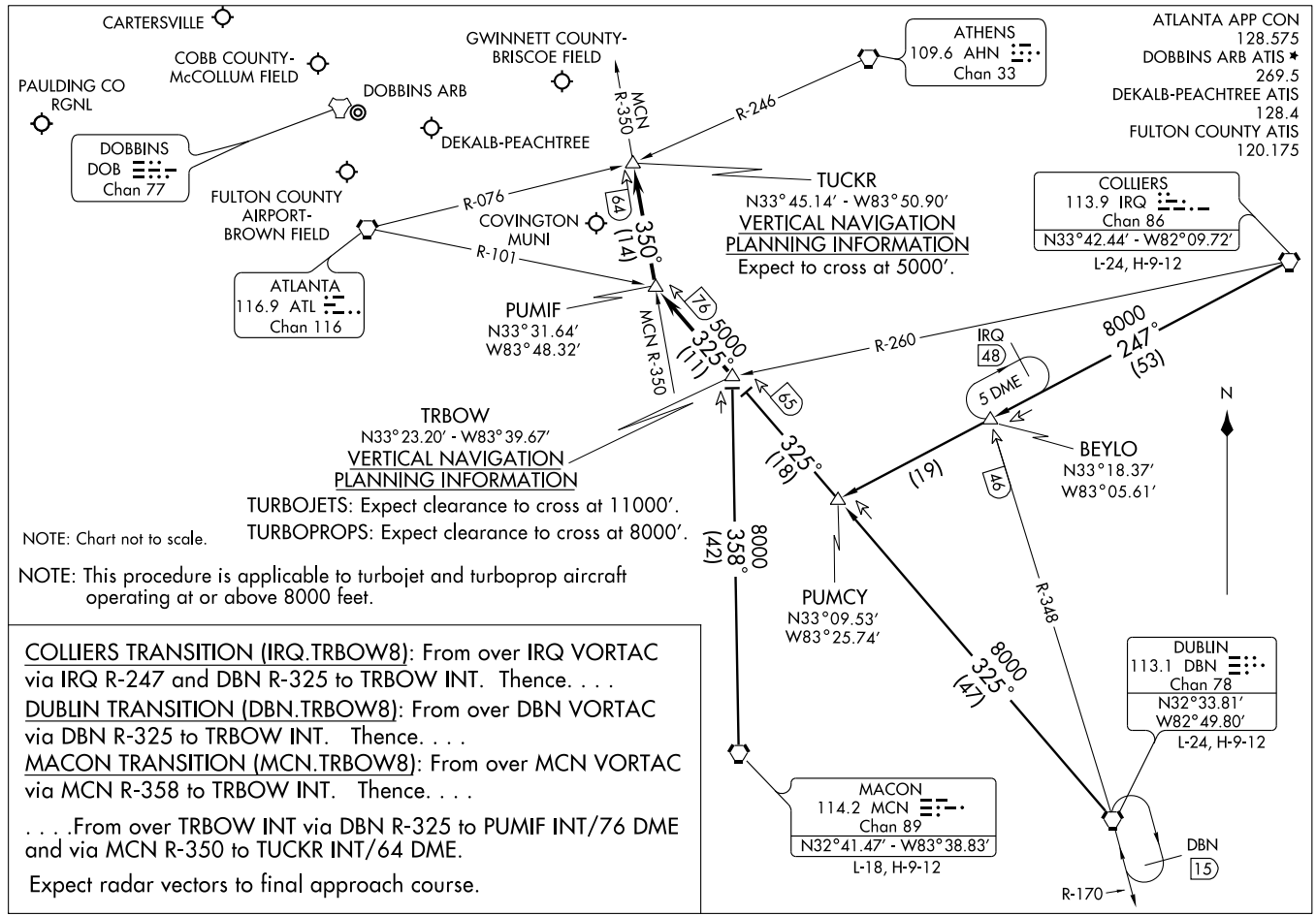






CATEGORY	A	B	C	D
CIRCLING	1640-1	579 (600-1)	1640-1½ 579 (600-1½)	1700-2 639 (700-2)

SE-4, 22 OCT 2009 to 19 NOV 2009



COLLIERS TRANSITION (IRQ.TRBOW8): From over IRQ VORTAC via IRQ R-247 and DBN R-325 to TRBOW INT. Thence. . . .

DUBLIN TRANSITION (DBN.TRBOW8): From over DBN VORTAC via DBN R-325 to TRBOW INT. Thence. . . .

MACON TRANSITION (MCN.TRBOW8): From over MCN VORTAC via MCN R-358 to TRBOW INT. Thence. . . .

. . . .From over TRBOW INT via DBN R-325 to PUMIF INT/76 DME and via MCN R-350 to TUCKR INT/64 DME.

Expect radar vectors to final approach course.

(TRBOW.TRBOW8) 09183
TRBOW EIGHT ARRIVAL
ST-469 (FAA)
ATLANTA, GEORGIA

VOR/DME PDK 116.6 Chan 113	APP CRS 072°	Rwy Idg 6000 TDZE 1061 Apt Elev 1061

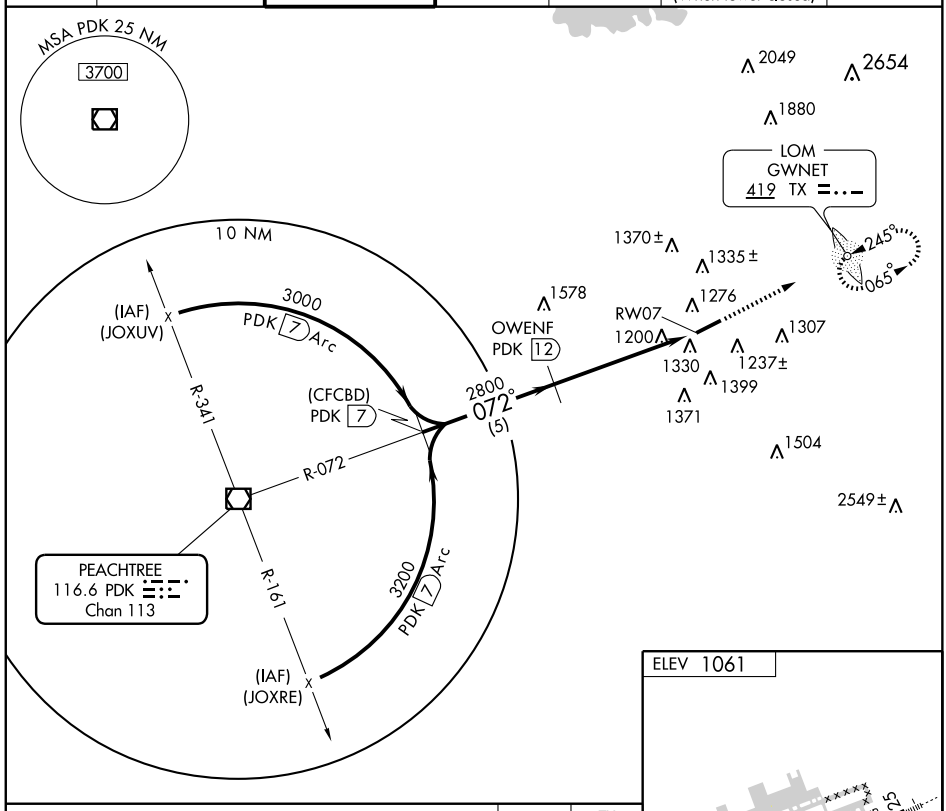
VOR/DME or GPS RWY 7

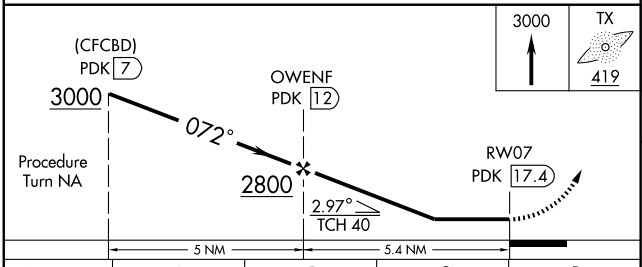
LAWRENCEVILLE/GWINNETT COUNTY-BRISCOE FIELD (LZU)

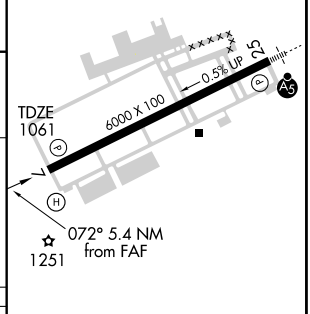
T NA — ADF REQUIRED

MISSED APPROACH: Climb to 3000 direct TX LOM and hold.

ATIS	ATLANTA APP CON	GWINNETT TOWER ★	GND CON	CLNC DEL	ATLANTA CLNC DEL	UNICOM
132.275	126.975 239.275	124.1 (CTAF) L	121.8	121.8	134.0 (When tower closed)	123.05







CATEGORY	A	B	C	D
S-7	1660-1	599 (600-1)	1660-1½ 599 (600-1½)	1660-1¾ 599 (600-1¾)
CIRCLING	1660-1	599 (600-1)	1660-1½ 599 (600-1½)	1700-2 638 (700-2)

HIRL Rwy 7-25 L

Knots	60	90	120	150	180
Min:Sec					

SE-4, 22 OCT 2009 to 19 NOV 2009

LOC I-MAC	APP CRS	Rwy Idg	4696
111.9	102°	TDZE	430
		Apt Elev	437

LOC RWY 10

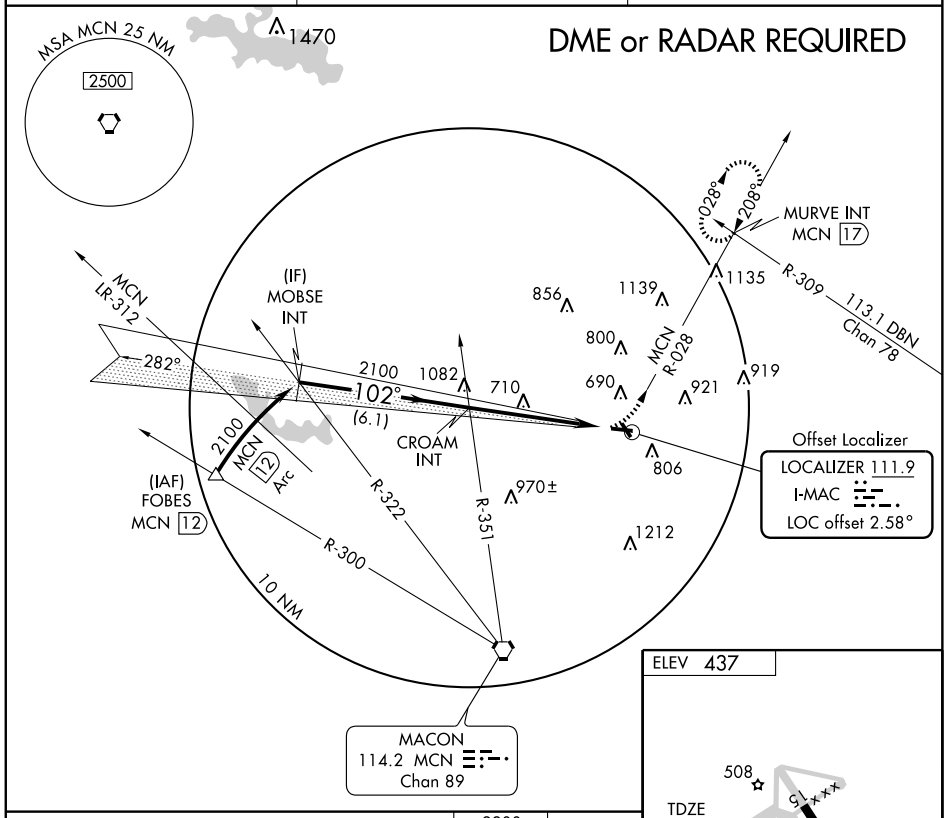
MACON DOWNTOWN (MAC)

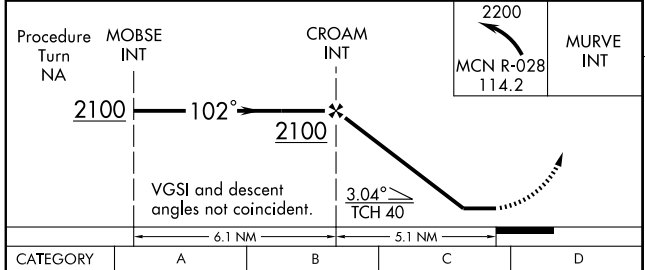
NA Visibility reduction by helicopters NA. Use Middle Georgia Rgnl altimeter setting; when not received, use Robins AFB altimeter setting and increase all MDAs 20 feet.

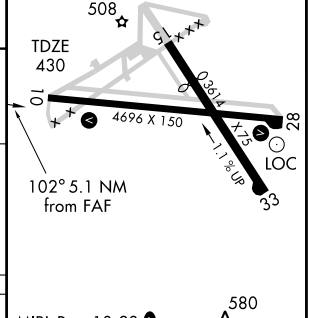
MISSED APPROACH: Climbing left turn to 2200 via MCN VORTAC R-028 to MURVE Int/MCN 17 DME and hold.

MIDDLE GEORGIA RGNL ASOS ★	ATLANTA APP CON ★	UNICOM
120.775	124.2 279.6	123.0 (CTAF)

DME or RADAR REQUIRED







CATEGORY	A	B	C	D
S-10	1060-1 630 (700-1)		1060-1¾ 630 (700-1¾)	1060-2 630 (700-2)
CIRCLING	1200-1 763 (800-1)	1200-1¼ 763 (800-1¼)	1200-2¼ 763 (800-2¼)	1320-3 883 (900-3)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4696
099°	TDZE	430
	Apt Elev	437

RNAV (GPS) RWY 10

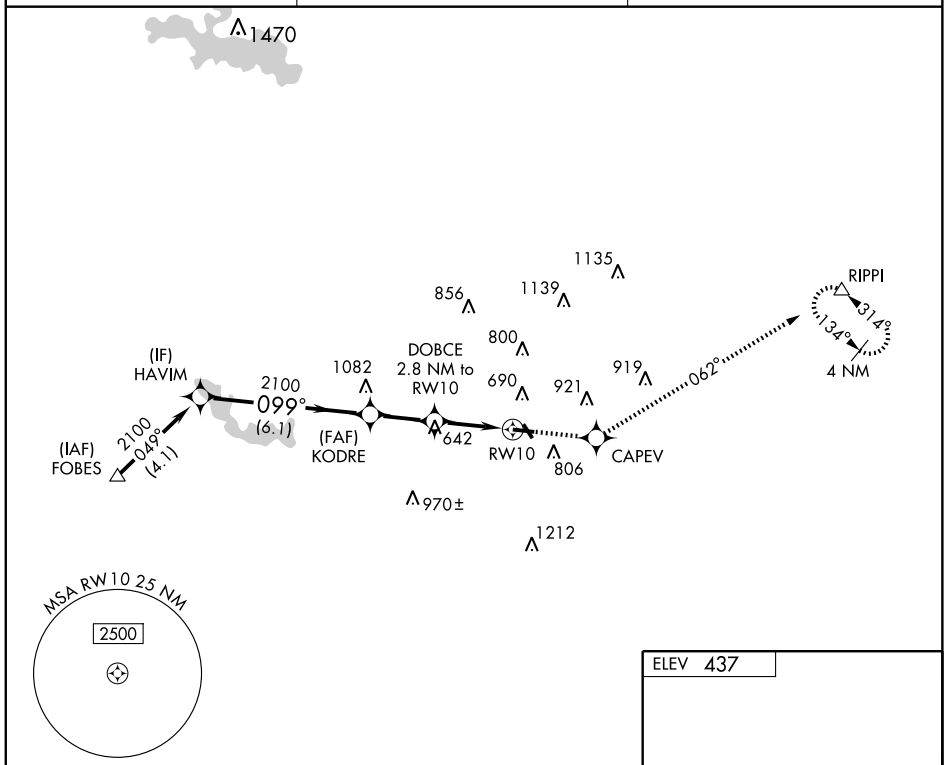
MACON DOWNTOWN (MAC)

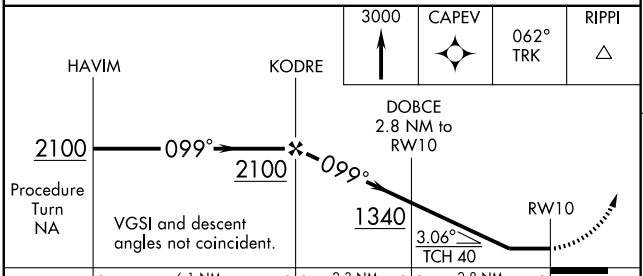
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Middle Georgia Rgnl altimeter setting; when not received, use Robins AFB altimeter setting and increase all MDAs 20 feet.

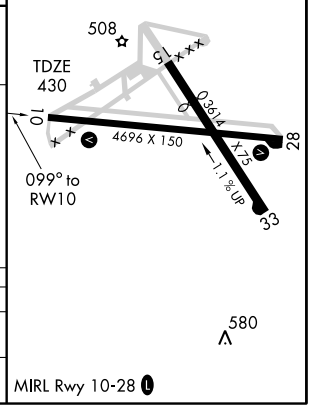
MISSED APPROACH: Climb to 3000 direct CAPEV then via 062° track to RIPPI and hold.

MIDDLE GEORGIA RGNL ASOS ★	ATLANTA APP CON ★	UNICOM
120.775	124.2 279.6	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	980-1 550 (600-1)		980-1½ 550 (600-1½)	980-1¾ 550 (600-1¾)
CIRCLING	1200-1 763 (800-1)	1200-1¼ 763 (800-1¼)	1200-2¼ 763 (800-2¼)	1320-3 883 (900-3)



MIRL Rwy 10-28 L

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4696
279°	TDZE	430
	Apt Elev	437

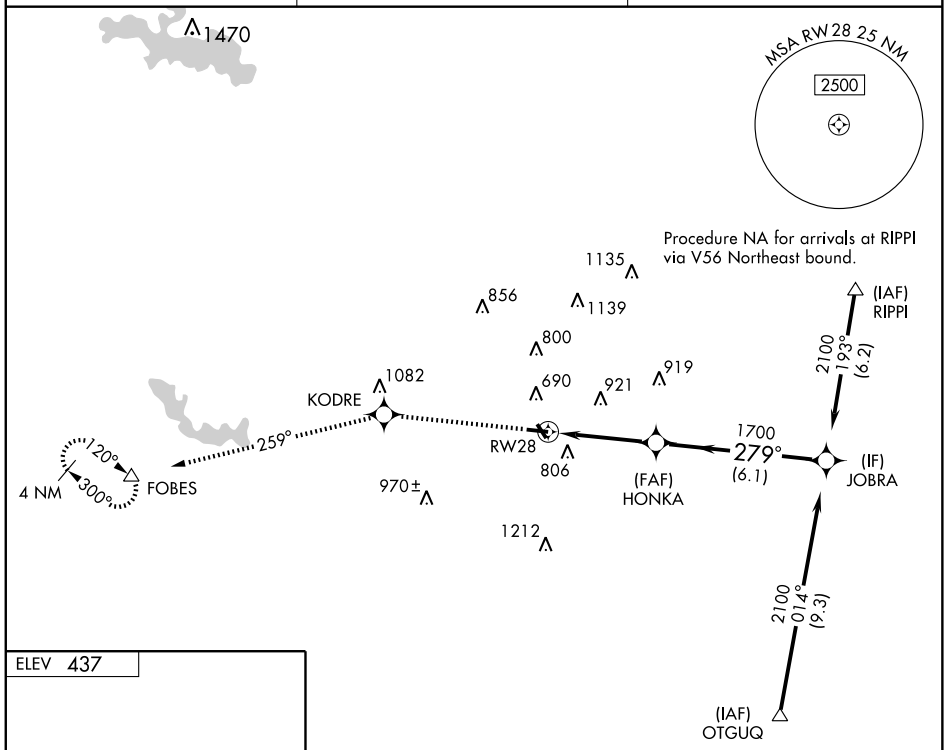
RNAV (GPS) RWY 28
MACON DOWNTOWN (MAC)

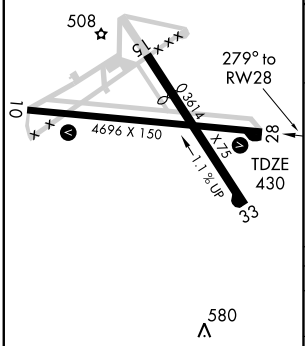
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Middle Georgia Rgnl altimeter setting; when not received, use Robins AFB altimeter setting and increase all MDAs 20 feet.

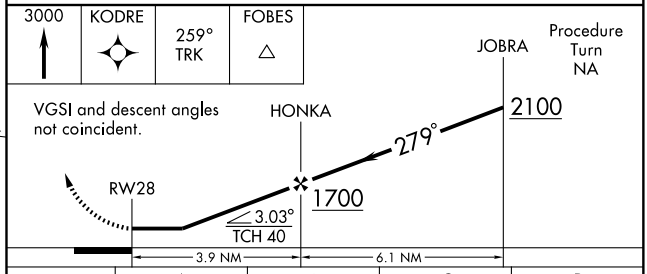
NA

MISSED APPROACH: Climb to 3000 direct KODRE then via 259° track to FOBES and hold.

MIDDLE GEORGIA RGNL ASOS ★	ATLANTA APP CON ★	UNICOM
120.775	124.2 279.6	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1140-1	710 (800-1)	1140-2 710 (800-2)	1140-2¼ 710 (800-2¼)
CIRCLING	1200-1 763 (800-1)	1200-1¼ 763 (800-1¼)	1200-2¼ 763 (800-2¼)	1320-3 883 (900-3)

SE-4, 22 OCT 2009 to 19 NOV 2009

VORTAC MCN 114.2 Chan 89	APP CRS 028°	Rwy Idg N/A TDZE N/A Apt Elev 437

VOR-A

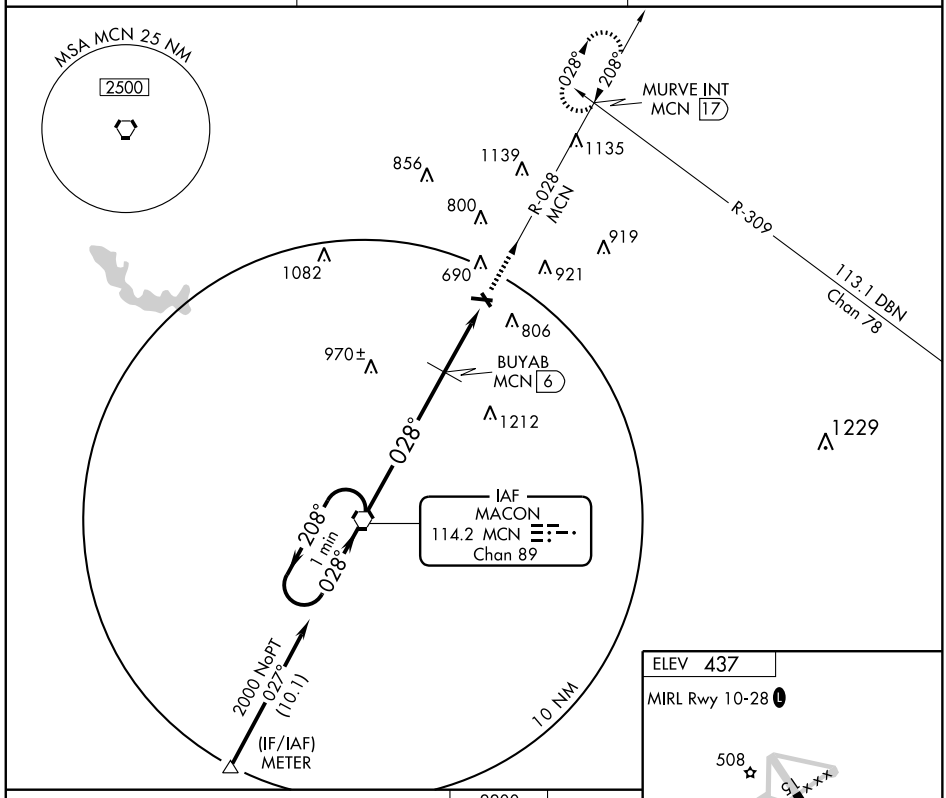
MACON DOWNTOWN (MAC)

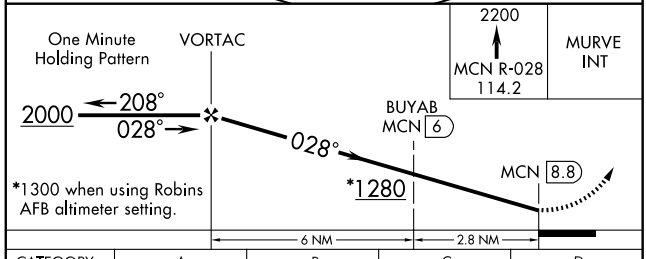
Use Middle Georgia Rgnl altimeter setting; when not received, use Robins AFB altimeter setting and increase all MDAs 20 feet.

NA

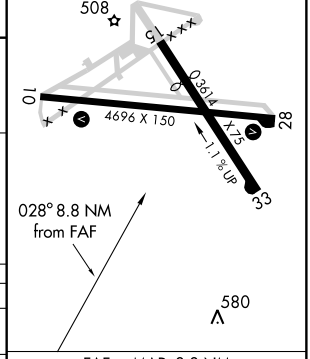
MISSED APPROACH: Climb to 2200 via MCN VORTAC R-028 to MURVE Int/MCN 17 DME and hold.

MIDDLE GEORGIA RGNL ASOS ★	ATLANTA APP CON ★	UNICOM
120.775	124.2 279.6	123.0 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1280-1 843 (900-1)	1280-1¼ 843 (900-1¼)	1280-2½ 843 (900-2½)	1320-3 883 (900-3)
BUYAB FIX MINIMUMS				
CIRCLING	1200-1 763 (800-1)	1200-1¼ 763 (800-1¼)	1200-2¼ 763 (800-2¼)	1320-3 883 (900-3)



FAF to MAP 8.8 NM					
Knots	60	90	120	150	180
Min:Sec	8:48	5:52	4:24	3:31	2:56

SE-4, 22 OCT 2009 to 19 NOV 2009

VORTAC MCN	APP CRS	Rwy Idg	N/A
114.2	208°	TDZE	N/A
Chan 89		Apt Elev	437

VOR/DME-B

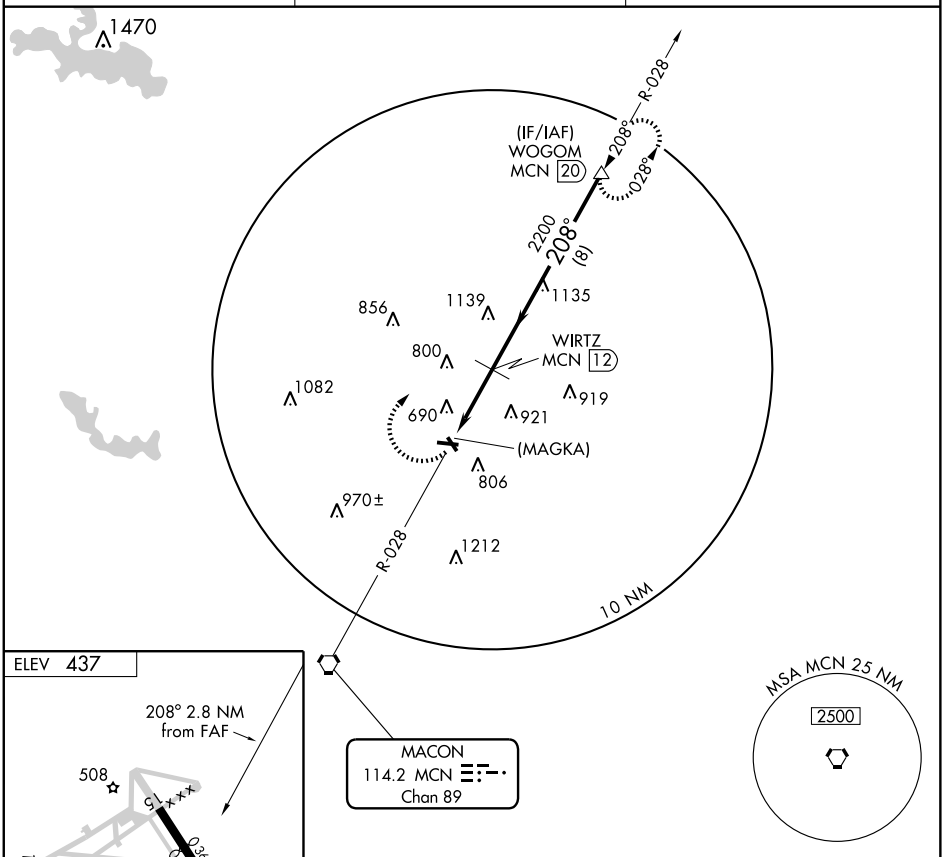
MACON DOWNTOWN (MAC)

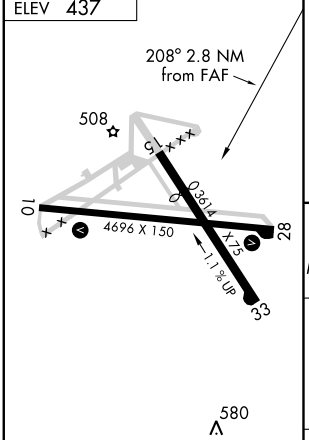
Use Middle Georgia Rgnl altimeter setting; when not received, use Robins AFB altimeter setting and increase all MDAs 20 feet.

NA

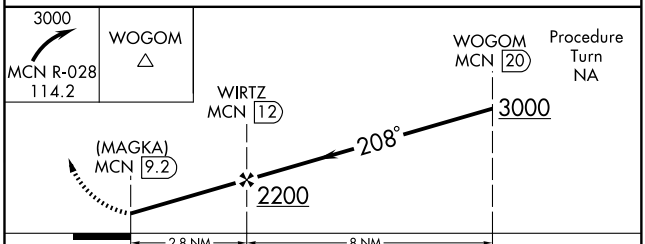
MISSED APPROACH: Climbing right turn to 3000 via MCN VORTAC R-028 to WOGOM/MCN 20 DME and hold.

MIDDLE GEORGIA RGNL ASOS ★	ATLANTA APP CON ★	UNICOM
120.775	124.2 279.6	123.0 (CTAF) L





MACON
114.2 MCN
Chan 89



CATEGORY	A	B	C	D
CIRCLING	1260-1 823 (900-1)	1260-1¼ 823 (900-1¼)	1260-2½ 823 (900-2½)	1320-3 883 (900-3)

MIRL Rwy 10-28 L

SE-4, 22 OCT 2009 to 19 NOV 2009

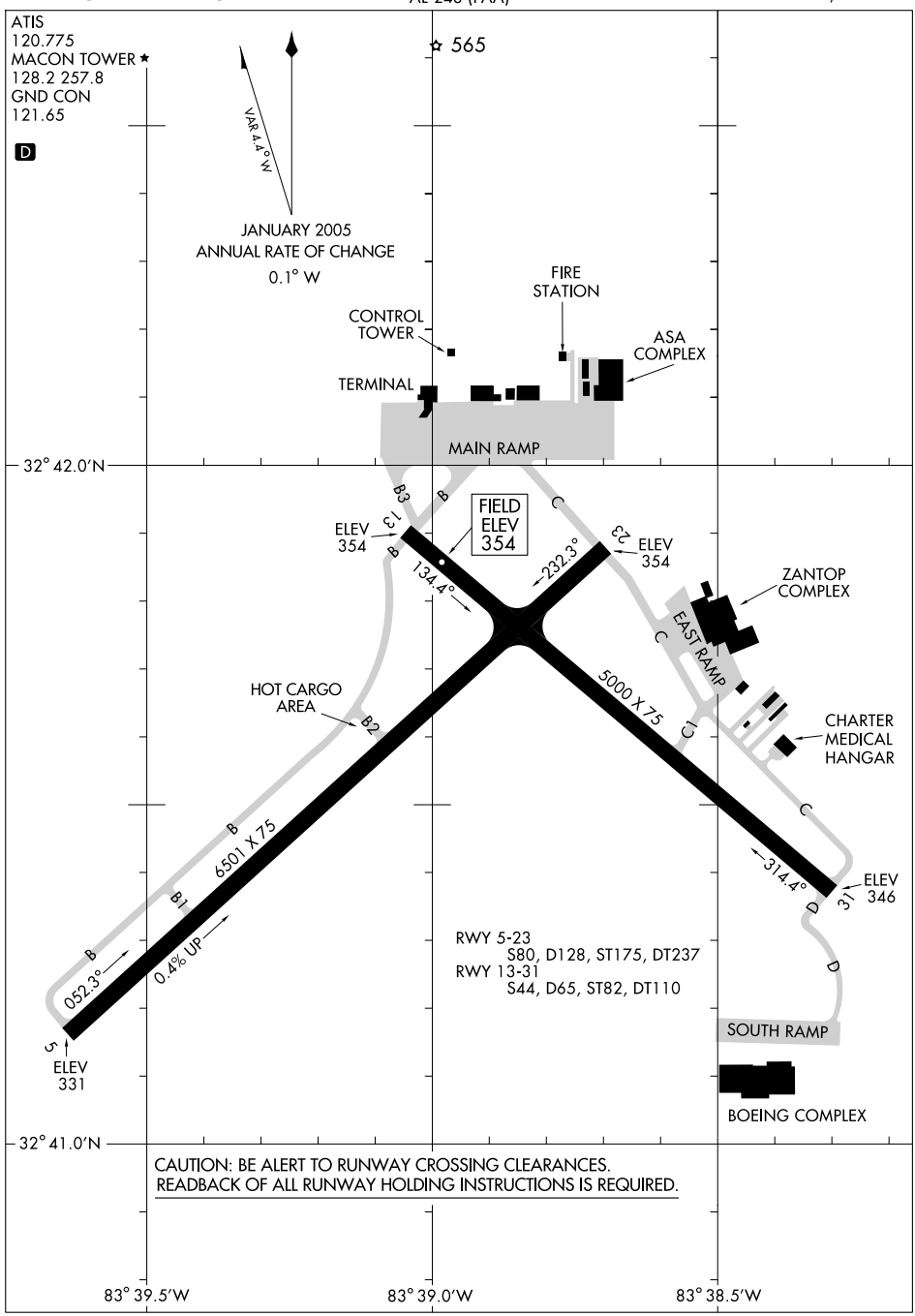
09183

AIRPORT DIAGRAM

MACON/ MIDDLE GEORGIA RGNL (MCN)

MACON, GEORGIA

AL-243 (FAA)



SE-4, 22 OCT 2009 to 19 NOV 2009

LOC I-MCN	APP CRS	Rwy Idg	6221
109.5	051°	TDZE	345
		Apt Elev	354

ILS or LOC/DME RWY 5

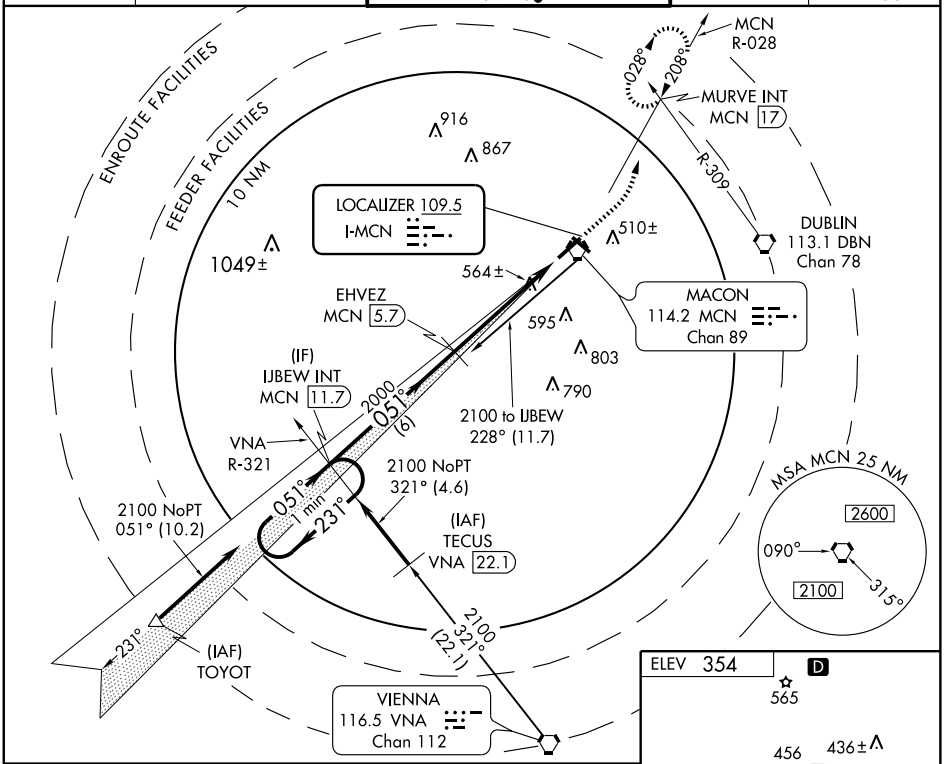
MACON/MIDDLE GEORGIA RGNL (MCN)

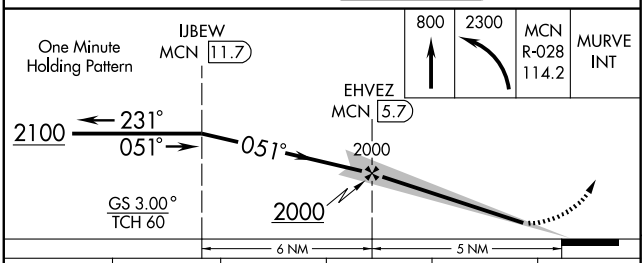
When VGSI inop, circling to Rwy 13-31 NA at night. DME from MCN VORTAC.
Simultaneous reception of I-MCN and MCN DME required. For inoperative MALSR increase S-ILS Cat. E visibility to RVR 4000 and S-LOC Cat.E visibility to 2 ¼.
* Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

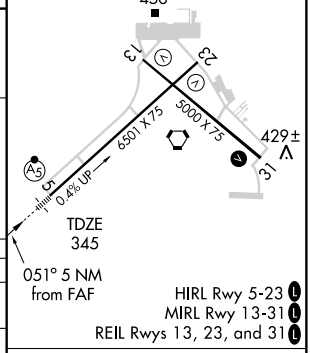
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2300 via MCN R-028 and MURVE Int/MCN 17 DME and hold.

ATIS	ATLANTA APP CON ★	MACON TOWER ★	GND CON	UNICOM
120.775	124.2 279.6	128.2(CTAF) L 257.8	121.65	122.95







CATEGORY	A	B	C	D	E
S-ILS 5	* 545/24 200 (200-½)				
S-LOC 5	960/50 615 (700-1)		960/60 615 (700-1¼)	960-1½ 615 (700-1½)	960-1¾ 615 (700-1¾)
CIRCLING	960-1 606 (700-1)		960-1¾ 606 (700-1¾)	960-2 606 (700-2)	1160-2¾ 806 (900-2¾)

HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwys 13, 23, and 31 L

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS CH 97315 W05A	APP CRS 051°	Rwy Idg 6221 TDZE 345 Apt Elev 354

RNAV (GPS) RWY 5

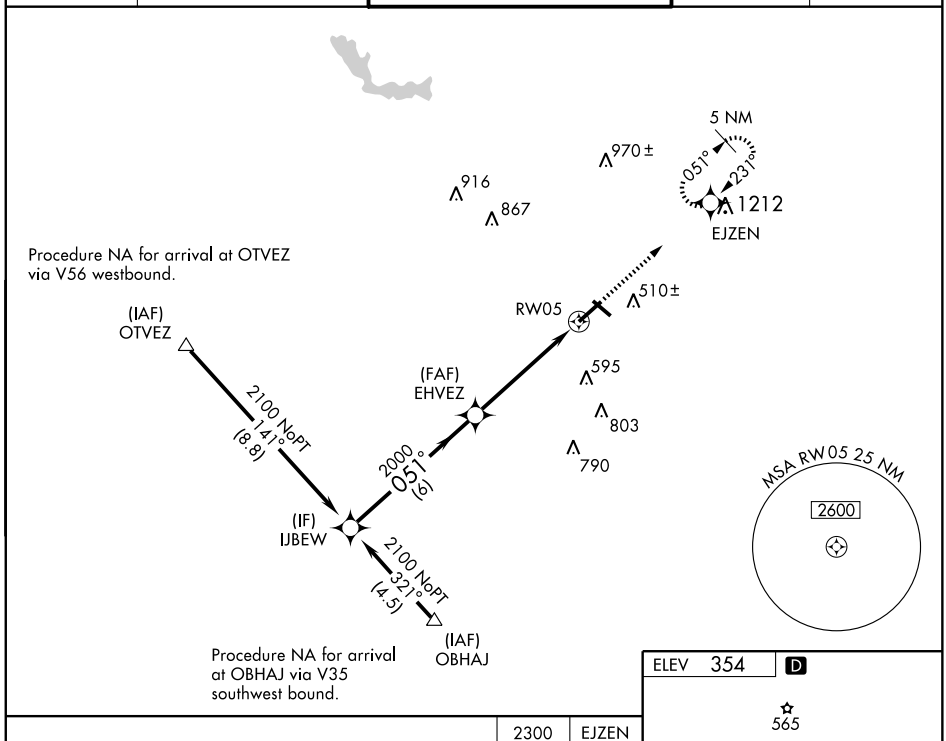
MACON/MIDDLE GEORGIA RGNL (MCN)

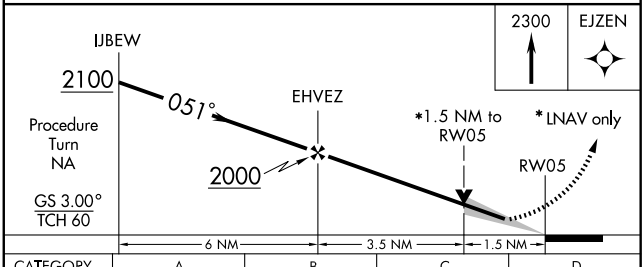
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).
When VGSI inop, circling Rwy 13, 31 NA at night.
For inoperative MALSR, increase LPV visibility to RVR 4000, all Cats.

MALSR

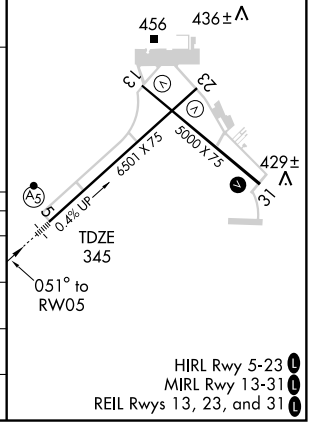
MISSED APPROACH: Climb to 2300 direct EJZEN and hold.

ATIS	ATLANTA APP CON ★	MACON TOWER ★	GND CON	UNICOM
120.775	124.2 279.6	128.2 (CTAF) L 257.8	121.65	122.95





CATEGORY	A	B	C	D
LPV DA	595/24 250 (300-½)			
LNAV/VNAV DA	883-1½ 538 (600-1½)			
LNAV MDA	860/24 515 (600-½)		860/50 515 (600-1)	860/60 515 (600-1¼)
CIRCLING	900-2 546 (600-2)			920-2 566 (600-2)



HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwys 13, 23, and 31 L

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5000
133°	TDZE	354
	Apt Elev	354

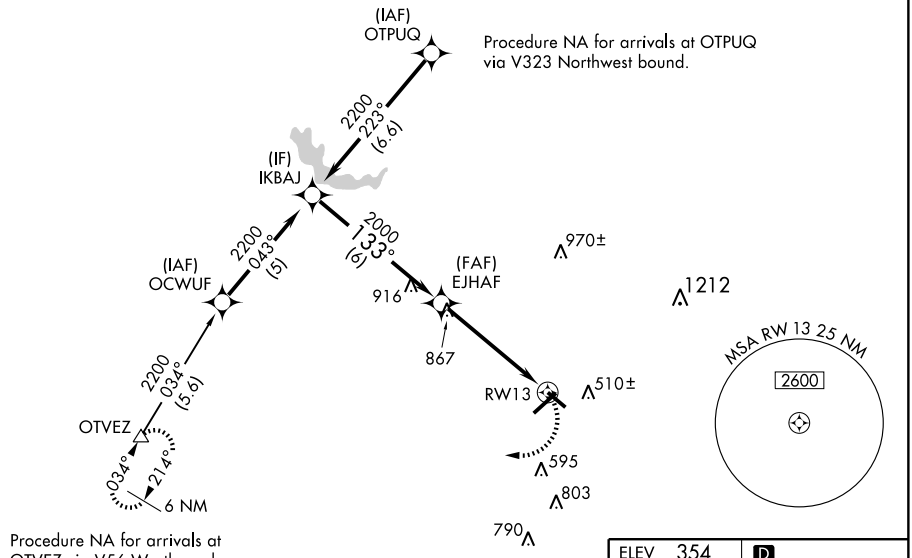
RNAV (GPS) RWY 13

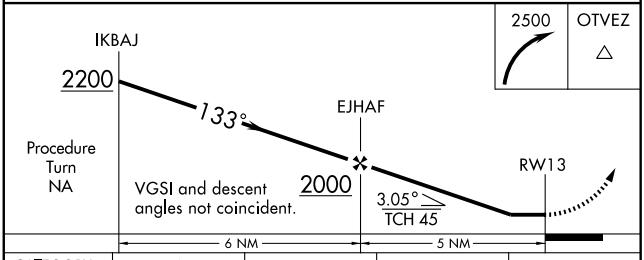
MACON/MIDDLE GEORGIA RGNL (MCN)

DME/DME RNP-0.3 NA.
When VGSI inoperative, procedure NA at night.
When VGSI inoperative, circling Rwy 31 NA at night.

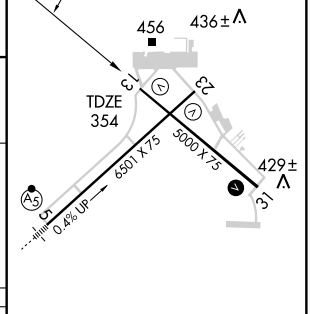
MISSED APPROACH: Climbing right turn to 2500 direct OTVEZ and hold.

ATIS	ATLANTA APP CON ★	MACON TOWER ★	GND CON	UNICOM
120.775	124.2 279.6	128.2 (CTAF) L 257.8	121.65	122.95





CATEGORY	A	B	C	D
LNAV MDA	820-1	466 (500-1)	820-1¼ 466 (500-1¼)	820-1½ 466 (500-1½)
CIRCLING	880-1	526 (600-1)	900-1½ 546 (600-1½)	920-2 566 (600-2)



HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwys 13, 23, and 31 L

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	6426
231°	TDZE	354
	Apt Elev	354

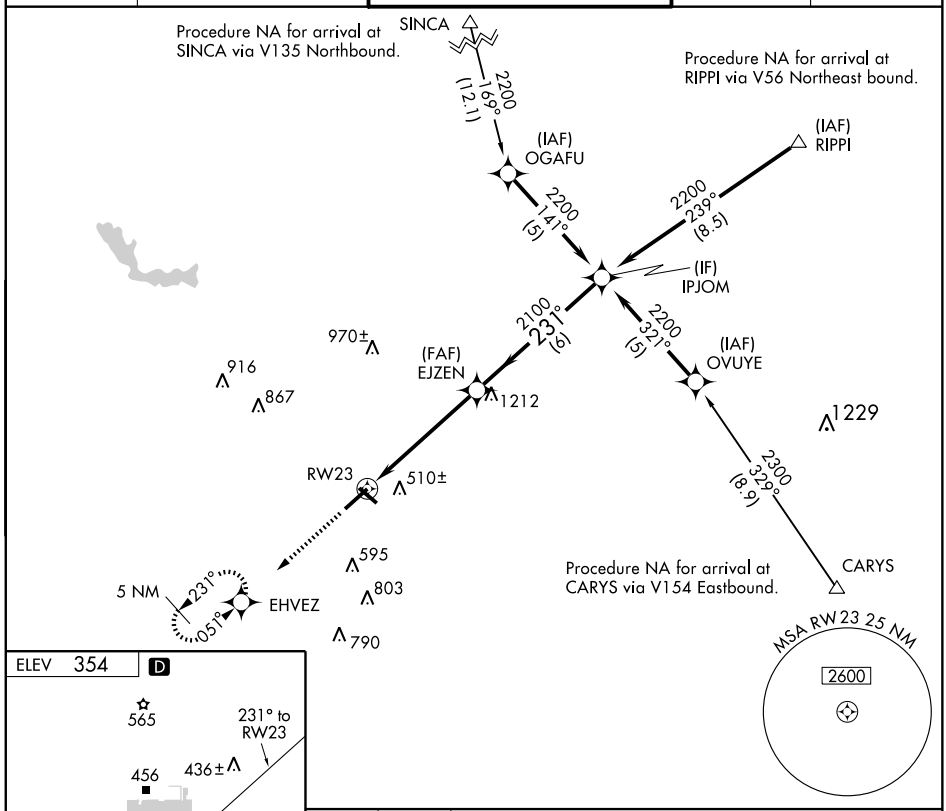
RNAV (GPS) RWY 23

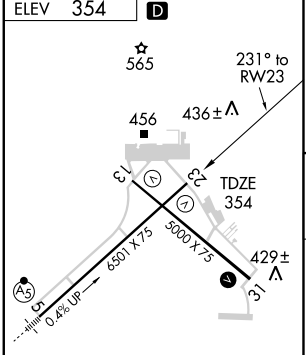
MACON/MIDDLE GEORGIA RGNL (MCN)

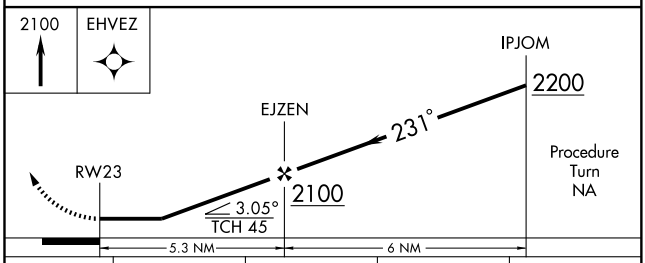
DME/DME RNP-0.3 NA.
When VGSI inop, procedure NA at night.
When VGSI inop, circling Rwy 13, 31 NA at night.

MISSED APPROACH: Climb to 2100 direct EHVEZ and hold.

ATIS	ATLANTA APP CON ★	MACON TOWER ★	GND CON	UNICOM
120.775	124.2 279.6	128.2 (CTAF) L 257.8	121.65	122.95







CATEGORY	A	B	C	D
LNAV MDA	800-1 446 (500-1)		800-1¼ 446 (500-1¼)	800-1½ 446 (500-1½)
CIRCLING	880-1 526 (600-1)		900-1½ 546 (600-1½)	920-2 566 (600-2)

HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwys 13, 23, and 31 L

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5000
313°	TDZE	352
	Apt Elev	354

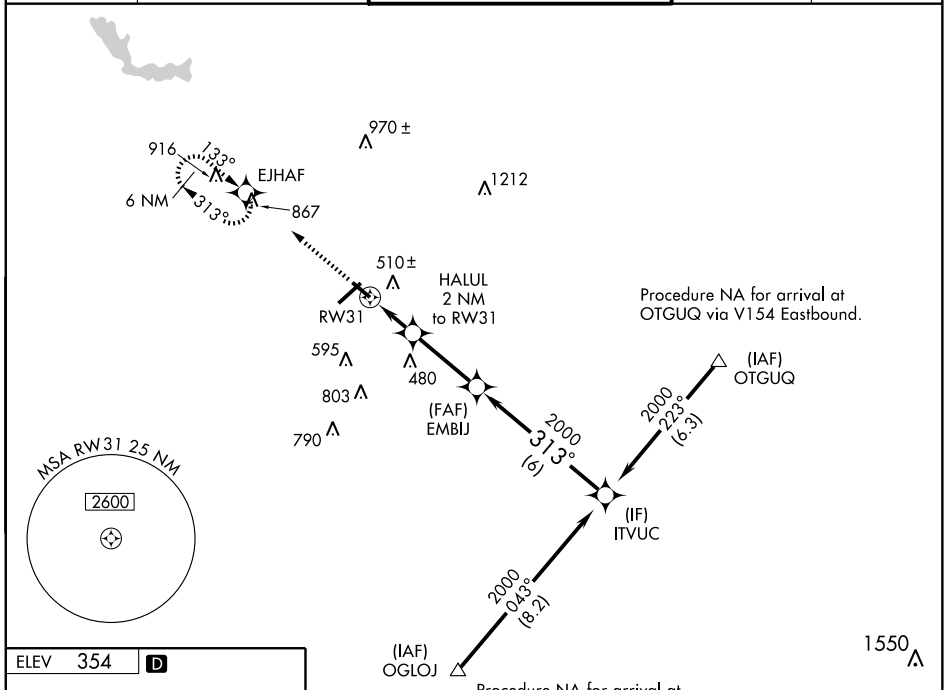
RNAV (GPS) RWY 31

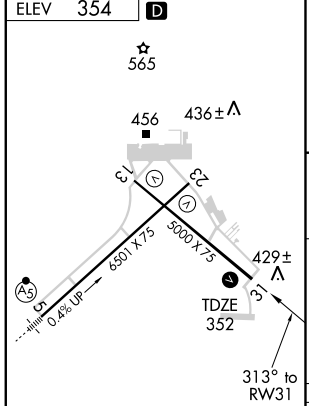
MACON/MIDDLE GEORGIA RGNL (MCN)

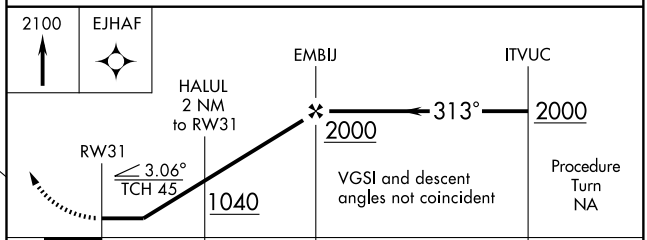
DME/DME RNP-0.3 NA.
When VGSI inop, circling Rwy 13 NA at night.

MISSED APPROACH: Climb to 2100 direct EJHAF and hold.

ATIS	ATLANTA APP CON ★	MACON TOWER ★	GND CON	UNICOM
120.775	124.2 279.6	128.2 (CTAF) L 257.8	121.65	122.95







CATEGORY	A	B	C	D
LNAV MDA	680-1 328 (400-1)			
CIRCLING	880-1 526 (600-1)		900-1½ 546 (600-1½)	920-2 566 (600-2)

HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwys 13, 23, and 31 L

SE-4, 22 OCT 2009 to 19 NOV 2009

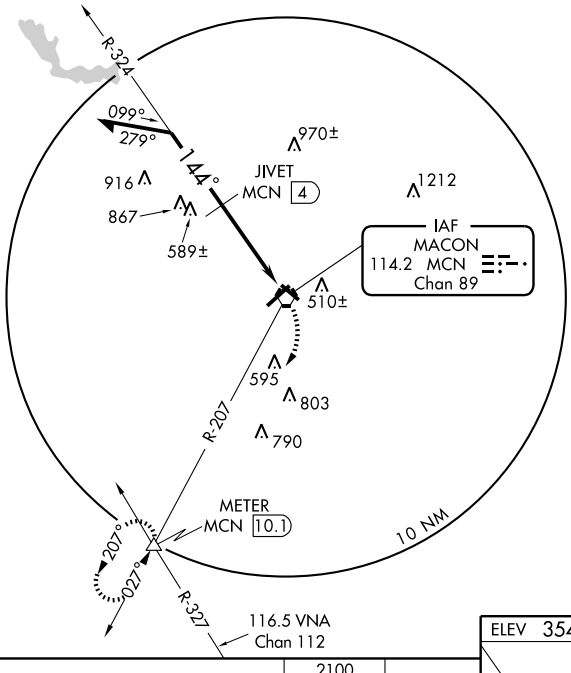
VORTAC MCN	APP CRS	Rwy Idg	5000
114.2	144°	TDZE	354
Chan 89		Apt Elev	354

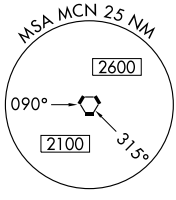
VOR RWY 13

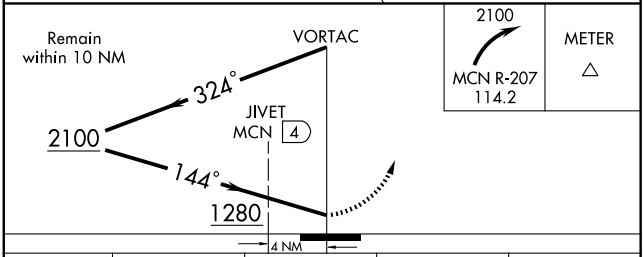
MACON/ MIDDLE GEORGIA RGNL (MCN)

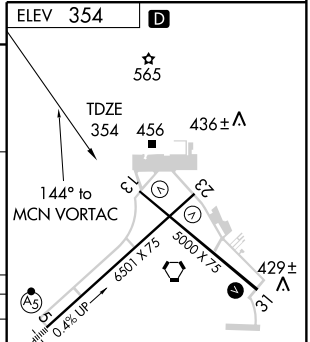
MISSED APPROACH: Climbing right turn to 2100 via MCN R-207 to METER Int/10.1 DME and hold.

ATIS	ATLANTA APP CON ★	MACON TOWER ★	GND CON	UNICOM
120.775	124.2 279.6	128.2 (CTAF) L 257.8	121.65	122.95









CATEGORY	A	B	C	D
S-13	1280-1¼	926 (1000-1¼)	1280-2¾ 926 (1000-2¾)	1280-3 926 (1000-3)
CIRCLING	1280-1¼	926 (1000-1¼)	1280-2¾ 926 (1000-2¾)	1280-3 926 (1000-3)
JIVET FIX MINIMUMS				
S-13	820-1	466 (500-1)	820-1¼ 466 (500-1¼)	820-1½ 466 (500-1½)
CIRCLING	880-1	526 (600-1)	900-1½ 546 (600-1½)	920-2 566 (600-2)

HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwys 13, 23, and 31 L

SE-4, 22 OCT 2009 to 19 NOV 2009

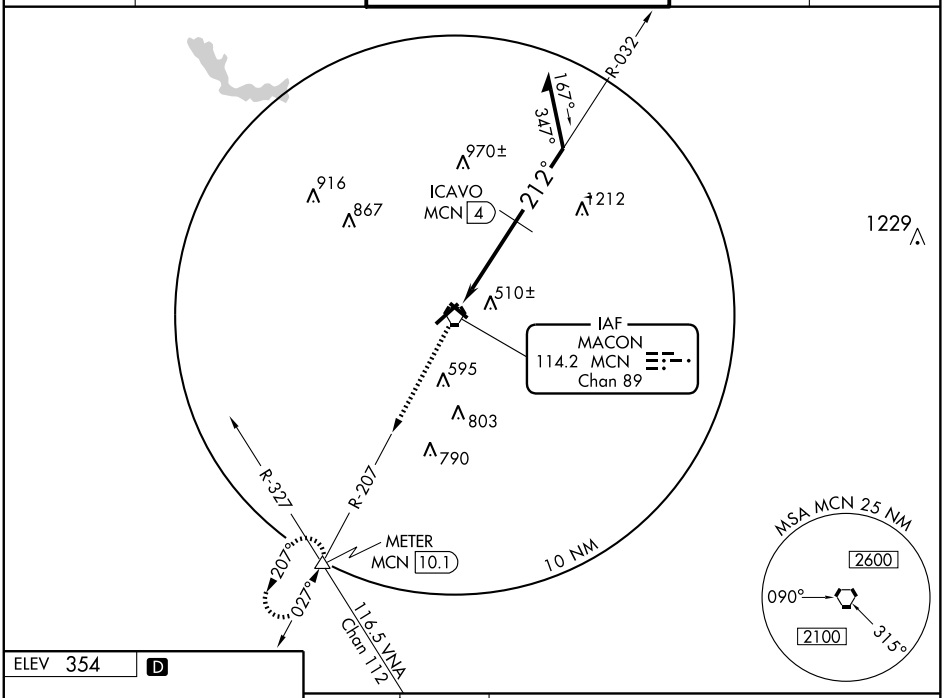
VORTAC MCN	APP CRS	Rwy Idg	6426
114.2	212°	TDZE	354
Chan 89		Apt Elev	354

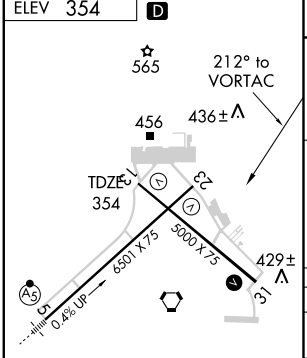
VOR RWY 23

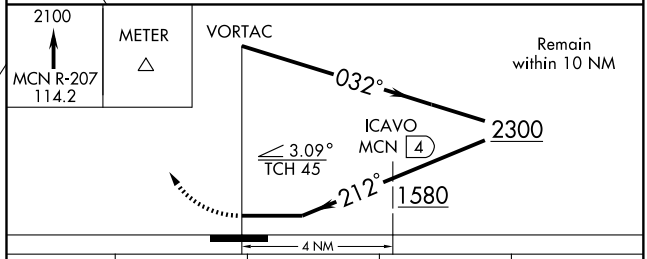
MACON/MIDDLE GEORGIA RGNL (MCN)

MISSED APPROACH: Climb to 2100 via MCN R-207 to METER Int/10.1 DME and hold.

ATIS	ATLANTA APP CON ★	MACON TOWER ★	GND CON	UNICOM
120.775	124.2 279.6	128.2 (CTAF) L 257.8	121.65	122.95







CATEGORY	A	B	C	D
S-23	1580-1¼ 1226 (1300-1¼)	1580-1½ 1226 (1300-1½)	1580-3 1226 (1300-3)	
CIRCLING	1580-1¼ 1226 (1300-1¼)	1580-1½ 1226 (1300-1½)	1580-3 1226 (1300-3)	
ICAVO FIX MINIMUMS				
S-23	820-1 466 (500-1)		820-1¼ 466 (500-1¼)	820-1½ 466 (500-1½)
CIRCLING	880-1 526 (600-1)		900-1½ 546 (600-1½)	920-2 566 (600-2)

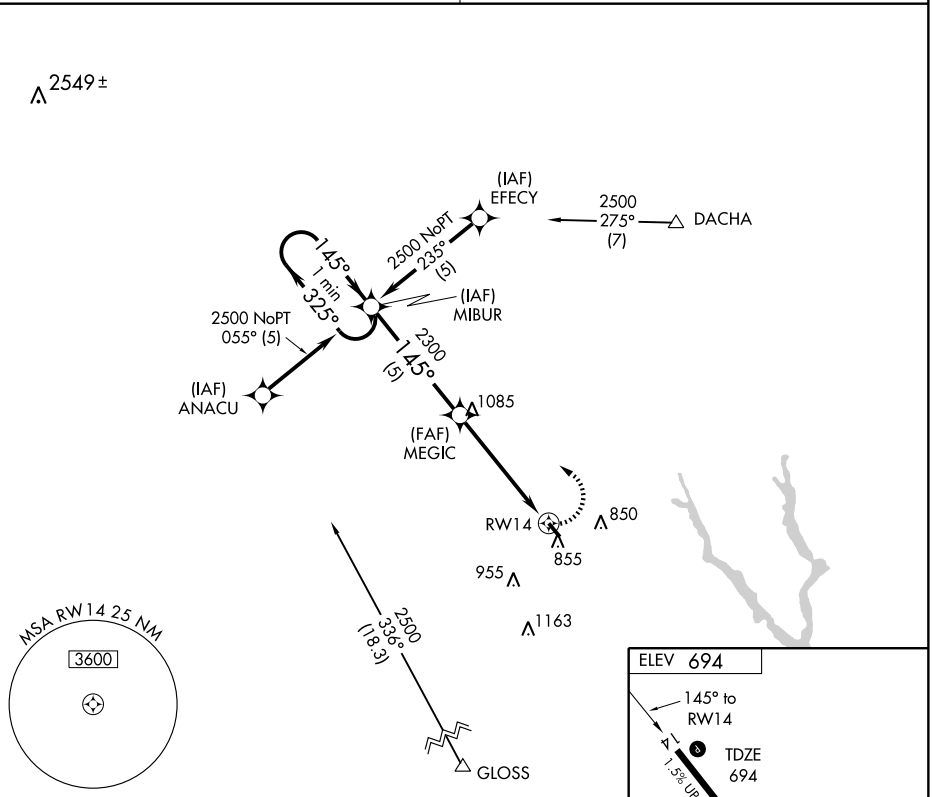
HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwys 13, 23, and 31 L

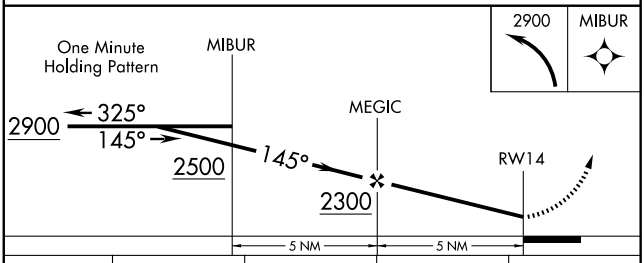
SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	3806
145°	TDZE	694
	Apt Elev	694

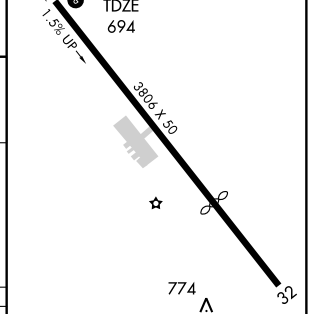
GPS RWY 14
MADISON MUNI (52A)

NA Use Athens altimeter setting.	MISSED APPROACH: Climbing left turn to 2900 direct MIBUR WP and hold.
ATLANTA APP CON ★ **127.5 316.05**	UNICOM **122.8** (CTAF) L





CATEGORY	A	B	C	D
S-14	1160-1	466 (500-1)	1160-1¼ 466 (500-1¼)	NA
CIRCLING	1220-1	526 (600-1)	1220-1½ 526 (600-1½)	NA



MIRL Rwy 14-32 L

SE-4, 22 OCT 2009 to 19 NOV 2009

VORTAC AHN	APP CRS	Rwy Idg	N/A
109.6	199°	TDZE	N/A
Chan 33		Apt Elev	694

VOR/DME or GPS-A

MADISON MUNI (52A)

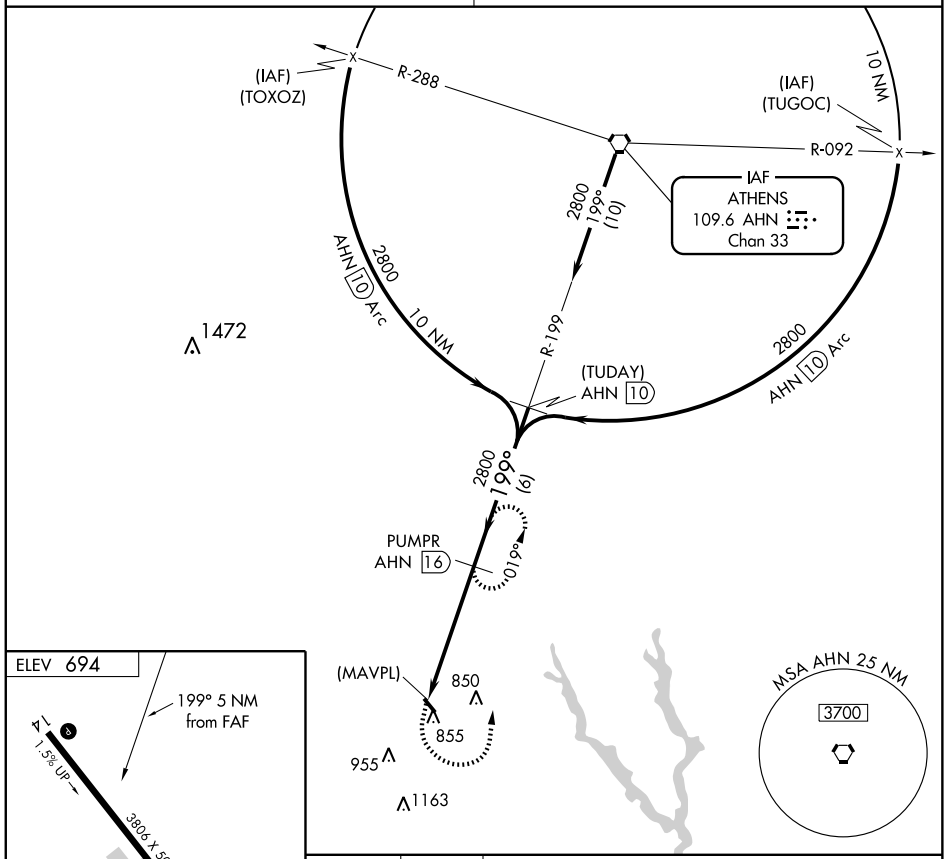
NA

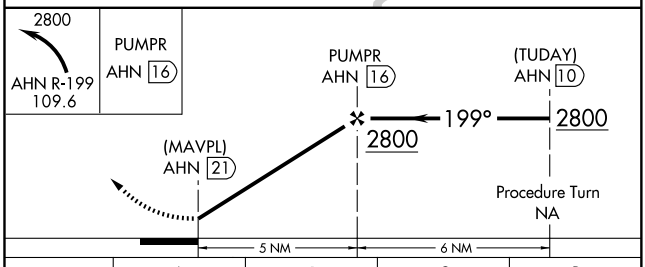
Use Athens altimeter setting.

MISSED APPROACH: Climbing left turn to 2800 via AHN R-199 to PUMPR/AHN 16 DME and hold.

ATLANTA APP CON ★
127.5 316.05

UNICOM
122.8 (CTAF) L

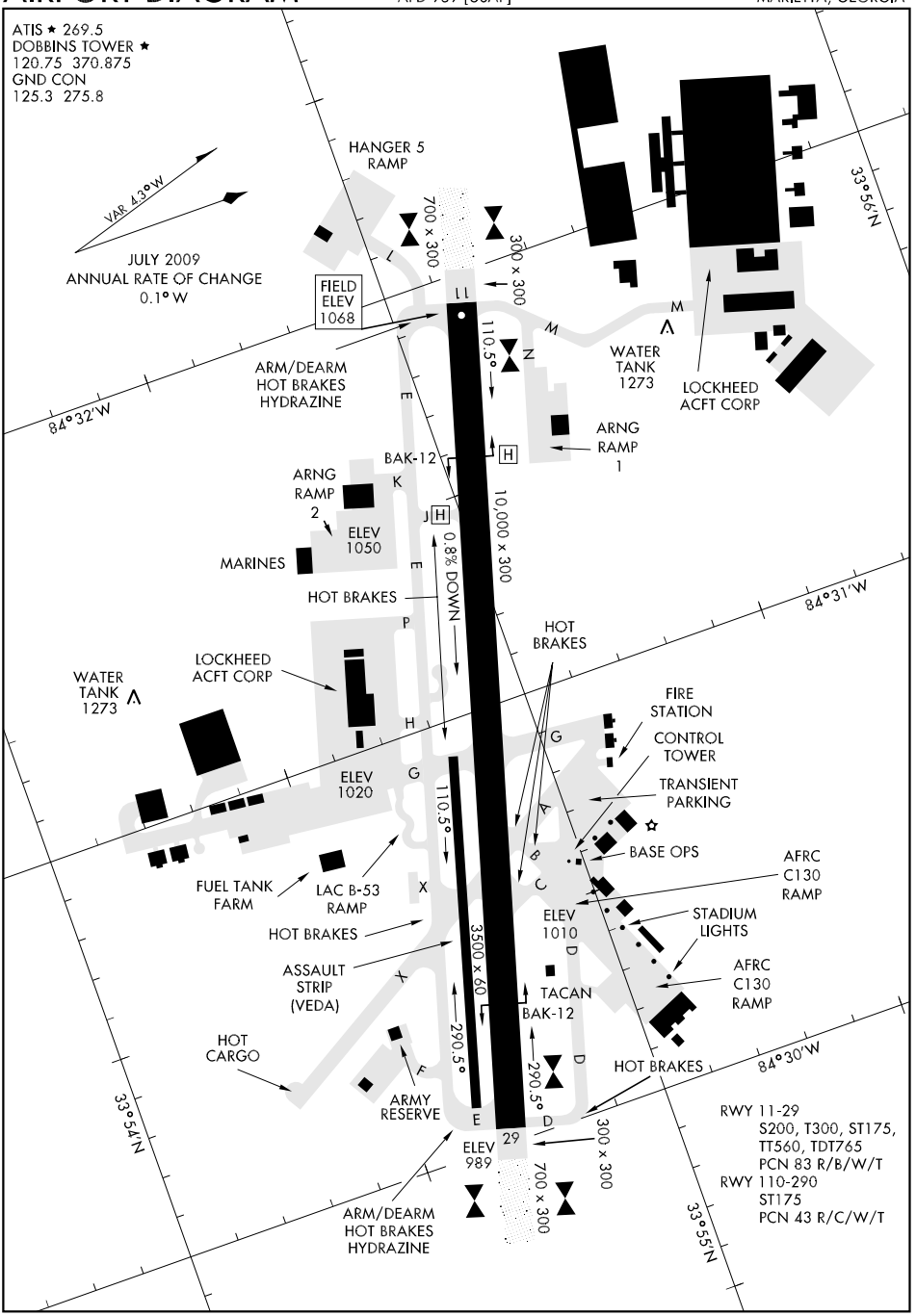




CATEGORY	A	B	C	D
CIRCLING	1220-1 526 (600-1)	1220-1¼ 526 (600-1¼)	1220-1½ 526 (600-1½)	NA

MIRL Rwy 14-32 L

SE-4, 22 OCT 2009 to 19 NOV 2009

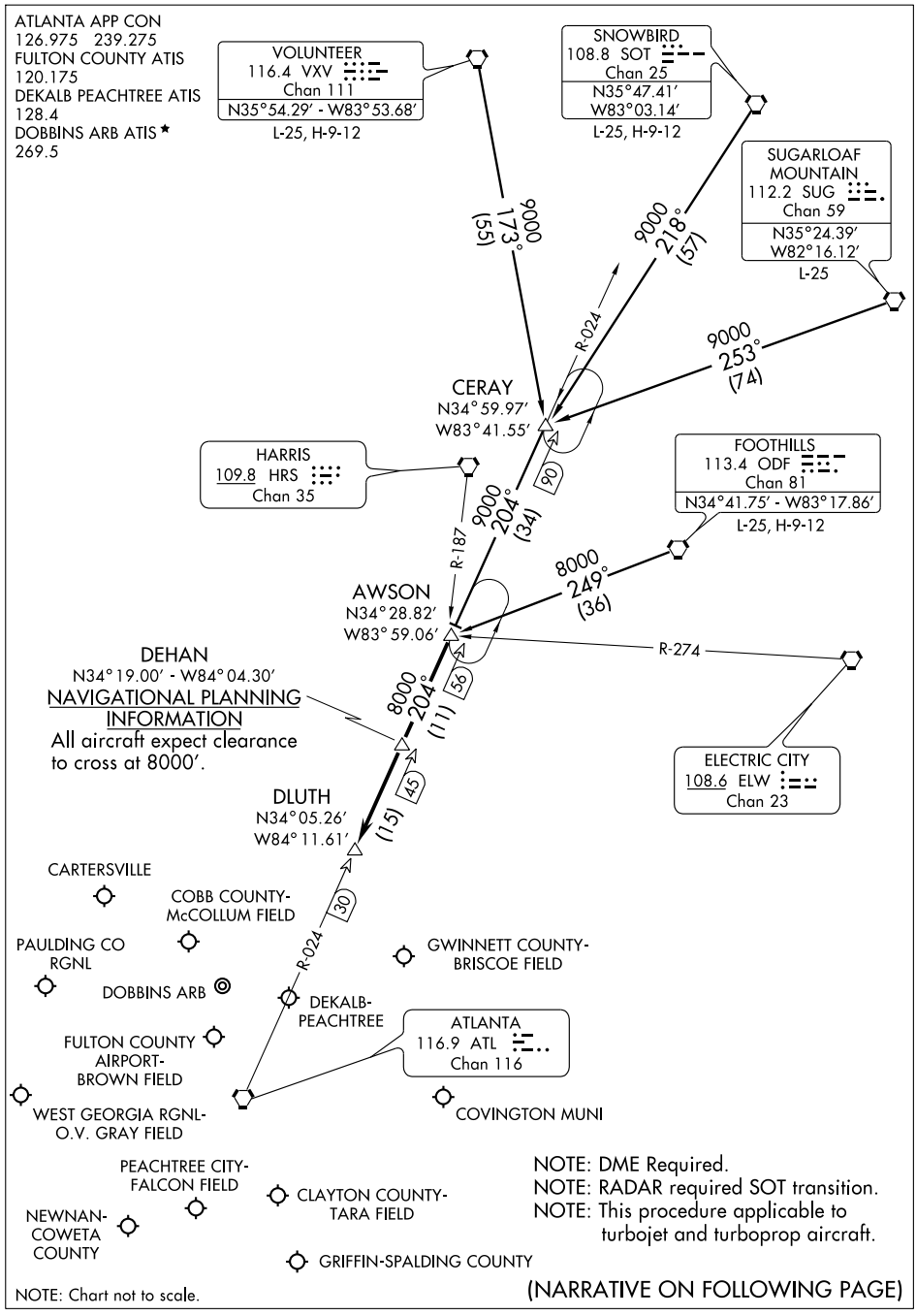


SE-4, 22 OCT 2009 to 19 NOV 2009

AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4, 22 OCT 2009 to 19 NOV 2009

AWSON ONE ARRIVAL (AWSON.AWSON1) ST-469 (FAA) ATLANTA, GEORGIA

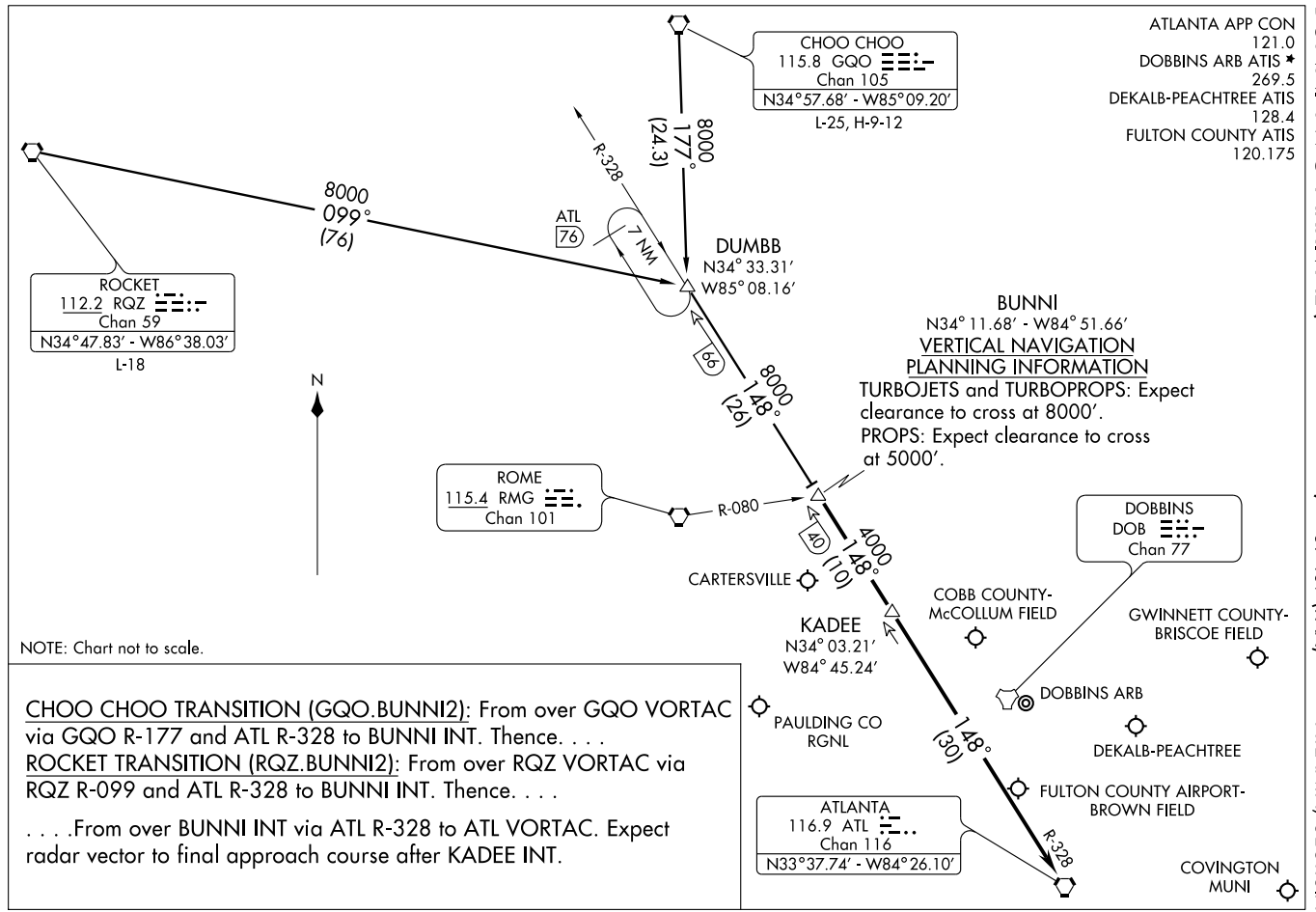
ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 22 OCT 2009 to 19 NOV 2009

BUNNI TWO ARRIVAL (BUNNI.BUNNI2)



NOTE: Chart not to scale.

CHOO CHOO TRANSITION (GQO.BUNNI2): From over GQO VORTAC via GQO R-177 and ATL R-328 to BUNNI INT. Thence. . . .

ROCKET TRANSITION (RQZ.BUNNI2): From over RQZ VORTAC via RQZ R-099 and ATL R-328 to BUNNI INT. Thence. . . .

. . . .From over BUNNI INT via ATL R-328 to ATL VORTAC. Expect radar vector to final approach course after KADEE INT.

COPTER VOR 284°

VOR/DME PDK	APCH CRS	Rwy ldg 10,000
116.6	284°	TDZE 1015
Chan 113		Arpt Elev 1068

AL-959 [USAF]

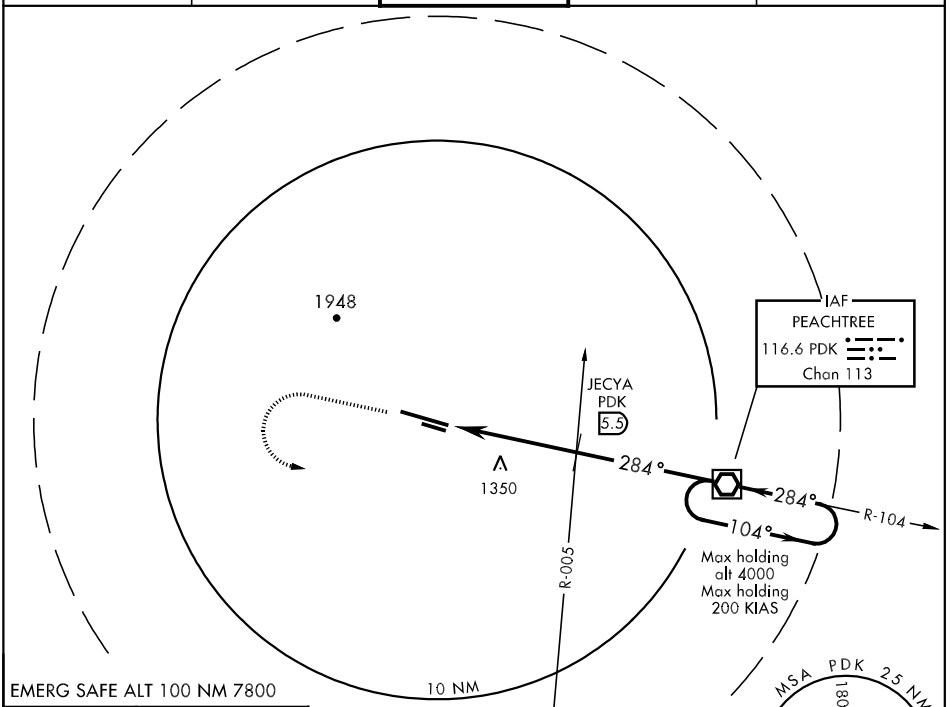
DOBBINS ARB (KMGE)

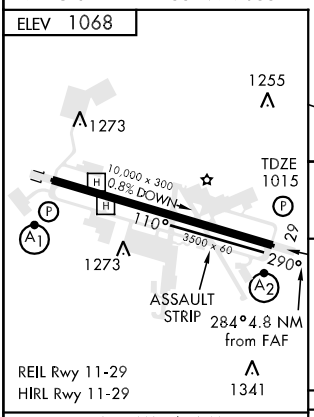
▼ * When ALS inop, increase RVR to 50 and vis to 1 mile.

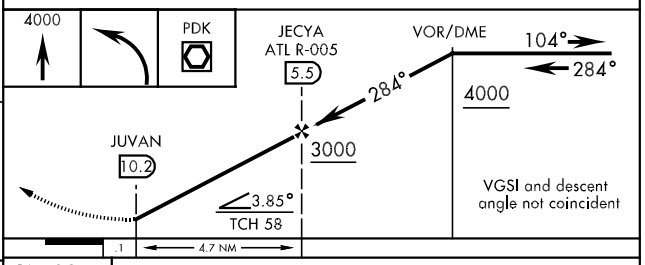
SALS A2

MISSED APPROACH: Climb to 4000 turn left direct PDK VOR/DME and hold.

ATIS ★	ATLANTA APP CON	DOBBINS TOWER ★	GND CON	ASR/PAR
269.5	121.0 268.7	120.75 370.875	125.3 275.8	







FAF to MAP 4.7 NM					
Knots	45	60	75	90	105
Min:Sec	6:16	4:42	3:46	3:08	2:41

CATEGORY	COPTER		
H-284° *	1600/50	532	(600-1)

SE-4, 22 OCT 2009 to 19 NOV 2009

ILS or LOC/DME RWY 11

LOC I-DJR	APCH CRS	Rwy ldg 10,000 TDZE 1068 Arpt Elev 1068
109.7	109°	

AL-959 [USAF]

DOBBINS ARB (KMGE)

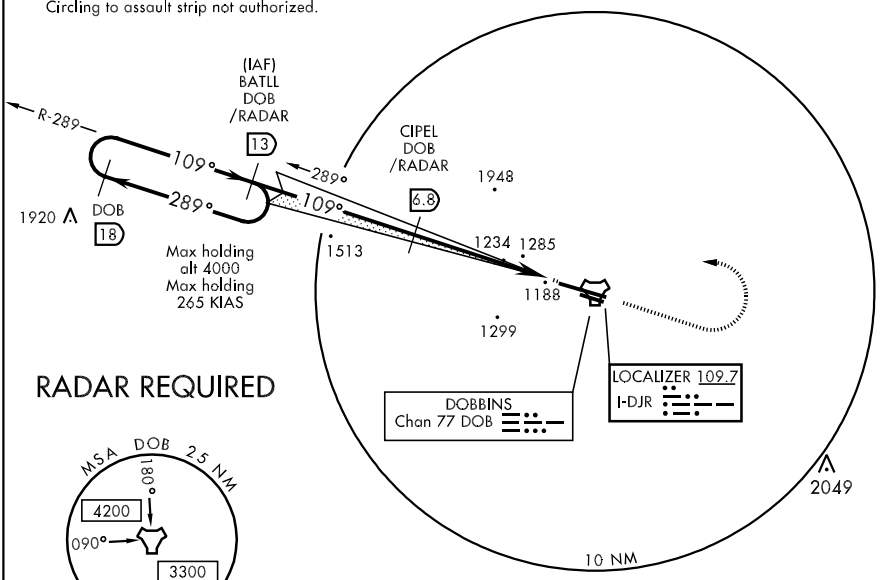
T * When ALS inop, increase RVR to 60 and vis to 1¼.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1, CAT C vis to 1½, CAT D vis to 1¾, CAT E vis to 2.

ALSF-1 (A1)

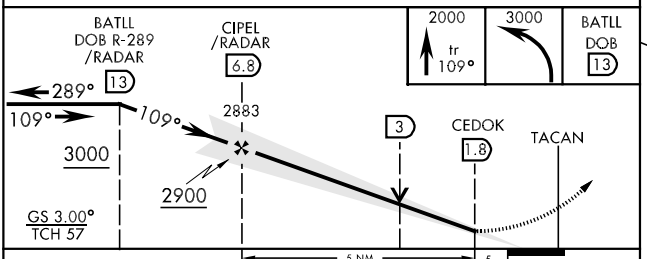
MISSED APPROACH: Climb to 2000 track 109°, then climbing left turn to 3000, direct BATLL and hold.

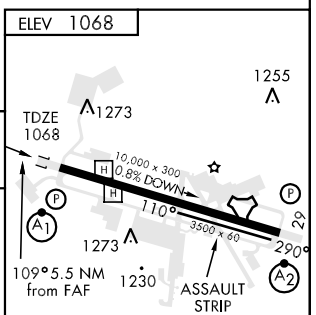
ATIS ★	ATLANTA APP CON	DOBBINS TOWER ★	GND CON	ASR/PAR
269.5	121.0 268.7	120.75 370.875	125.3 275.8	

*** Circling not authorized N of Rwy 11-29 for CAT DE aircraft.
Circling to assault strip not authorized.



EMERG SAFE ALT 100 NM 7800





CATEGORY	A	B	C	D	E
S-ILS 11*	1423/40		355	(400-¾)	
S-LOC 11**	1640/40 572 (600-¾)		1640/50 572 (600-1)	1640/60 572 (600-1¼)	1640-1½ 572 (600-1½)
CIRCLING ***	1680-1 612 (700-1)		1680-1¾ 612 (700-1¾)	1700-2 632 (700-2)	1740-2½ 672 (700-2½)
S-PAR 11*	1461/40		393	(400-¾) GS 3.0°	

REIL Rwy 11-29
HIRL Rwy 11-29

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-4, 22 OCT 2009 to 19 NOV 2009

ILS or LOC/DME RWY 29

LOC I-VRW	APCH CRS	Rwy ldg 10,000 TDZE 1015 Arpt Elev 1068
111.35	289°	

AL-959 [USAF]

DOBBINS ARB (KMGE)

▼ * When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

SALS (A2)

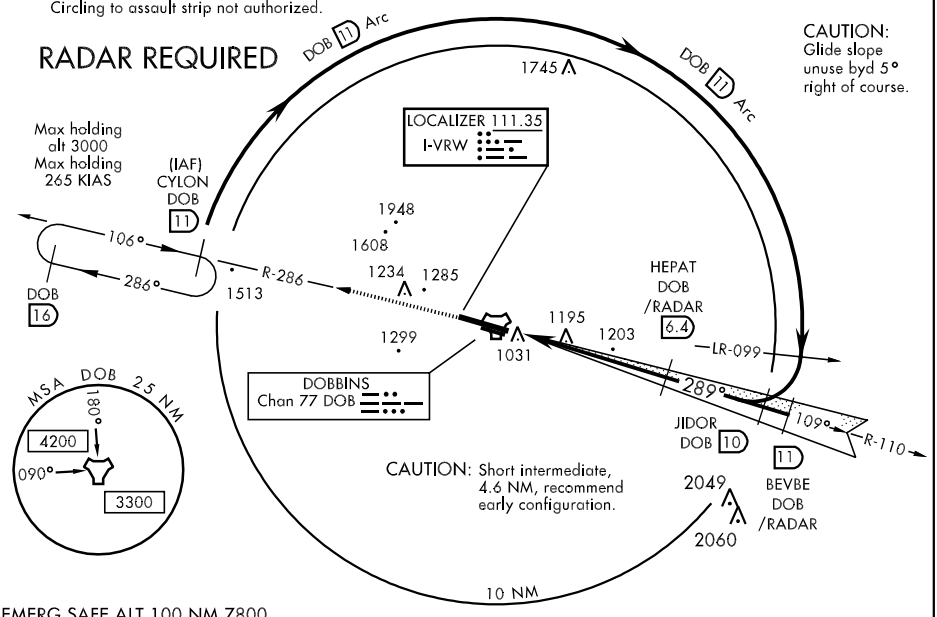
MISSED APPROACH: Climb to 3000 via DOB R-286 to CYLON and hold.

ATIS ★	ATLANTA APP CON	DOBBINS TOWER ★	GND CON	ASR/PAR
269.5	121.0 268.7	120.75 370.875	125.3 275.8	

*** Circling not authorized N of Rwy 11-29 for CAT DE aircraft.
Circling to assault strip not authorized.

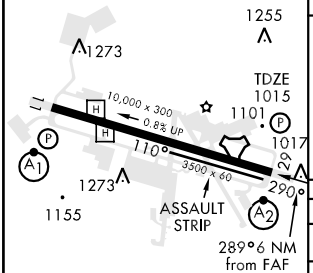
RADAR REQUIRED

CAUTION: Glide slope unuse byd 5° right of course.

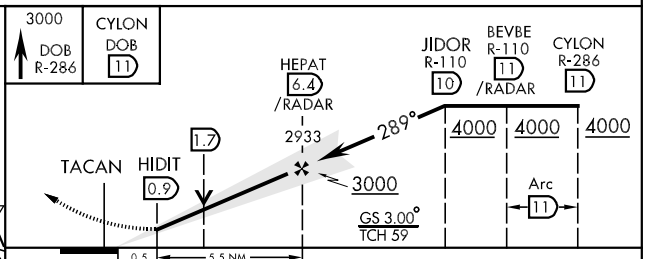


EMERG SAFE ALT 100 NM 7800

ELEV 1068



REIL Rwy 11-29
HIRL Rwy 11-29



CATEGORY	A	B	C	D	E
S-ILS 29 *	1215/24	200 (200-½)	1215/40	200 (200-¾)	
S-LOC 29 **	1500/40	485 (500-¾)	1500/50 485 (500-1)	1500/60 485 (500-1¼)	1500-1½ 485 (500-1½)
*** CIRCLING	1680-1	612 (700-1)	1680-1¾ 612 (700-1¾)	1700-2 632 (700-2)	1740-2½ 672 (700-2½)
S-PAR 29 *	1215/24	200 (200-½)	1215/40	200 (200-¾)	GS 3.0°

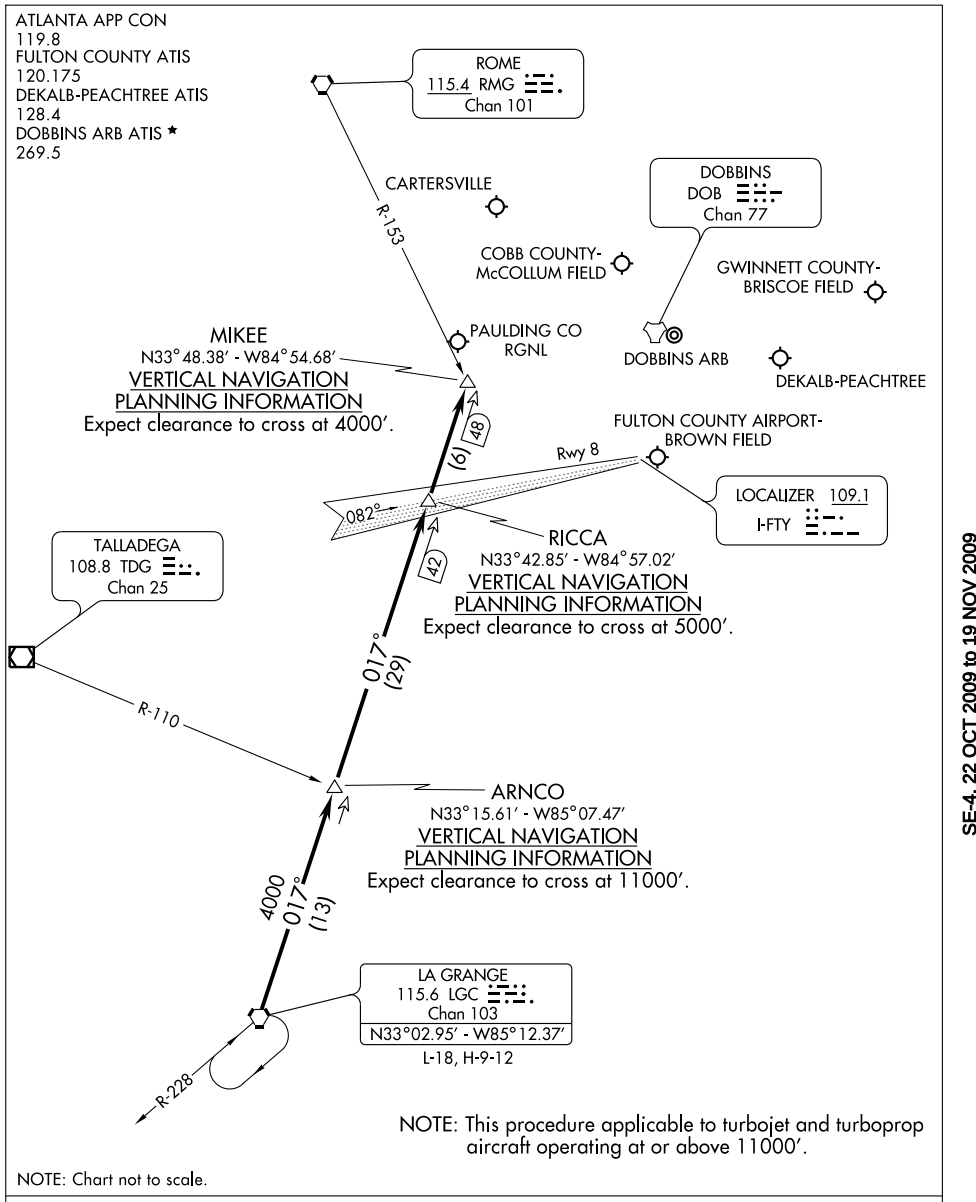
FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-4, 22 OCT 2009 to 19 NOV 2009

MIKEE FOUR ARRIVAL (LGC.MIKEE4)

ST-469 (FAA)

ATLANTA, GEORGIA



From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

SE-4, 22 OCT 2009 to 19 NOV 2009

TACAN RWY 11

TACAN	DOB	APCH CRS	Rwy ldg	10,000	AL-959 [USAF]	DOBBINS ARB (KMGE)
Chan	77	106°	TDZE	1068		
			Arpt Elev	1068		

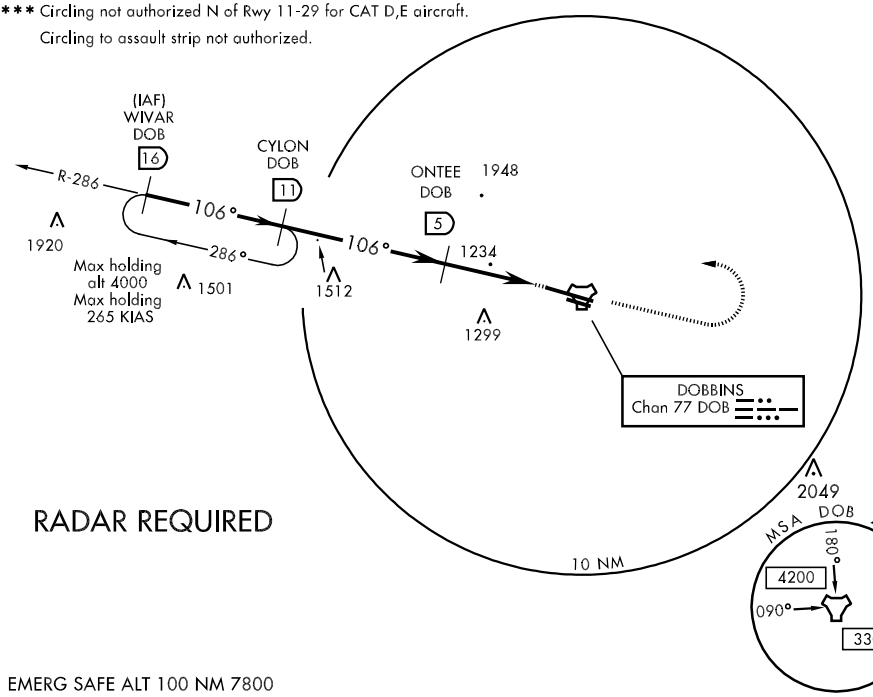
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.
** When ALS inop, increase RVR to 60 and vis to 1¼ mile.

ALSF-1

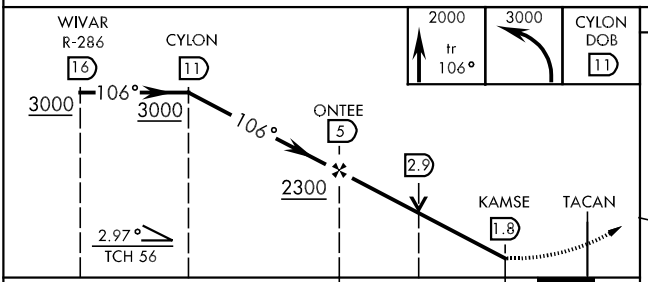
MISSED APPROACH: Climb to 2000 on track 106°, then climbing left turn to 3000 direct CYLON and hold.

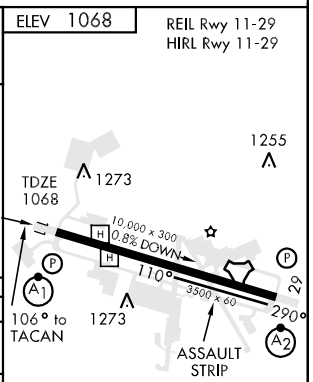
ATIS ★	ATLANTA APP CON	DOBBINS TOWER ★	GND CON	ASR/PAR
269.5	121.0 268.7	120.75 370.875	125.3 275.8	

*** Circling not authorized N of Rwy 11-29 for CAT D,E aircraft.
Circling to assault strip not authorized.



EMERG SAFE ALT 100 NM 7800





CATEGORY	A	B	C	D	E
S-11*	1640/40	572 (600-¾)	1640/50 572 (600-1)	1640/60 572 (600-1¼)	1640-1½ 572 (600-1½)
CIRCLING ***	1680-1	612 (700-1)	1680-1¾ 612 (700-1¾)	1700-2 632 (700-2)	1740-2½ 672 (700-2½)
S-PAR 11**	1461/40	393 (400-¾)	GS 3.0°		

TACAN RWY 29

TACAN DOB Chan 77	APCH CRS 291°	Rwy ldg 10,000 TDZE 1015 Arpt Elev 1068	AL-959 [USAF]	DOBBINS ARB (KMGE)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2 ¼ miles.
** When ALS inop, CAT AB increase RVR to 40 and vis to ¾ mile.

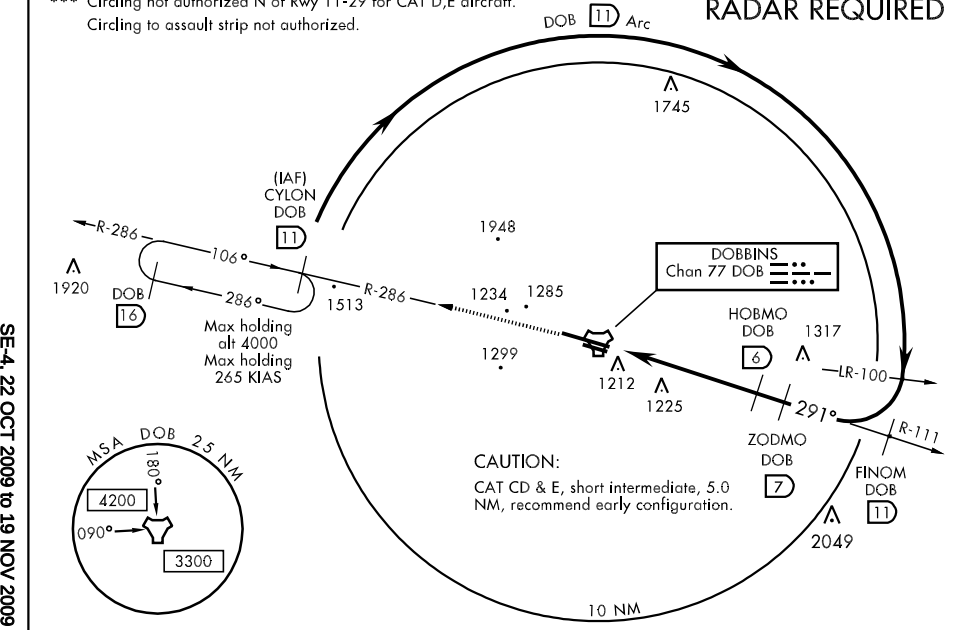
SALS (A2)

MISSED APPROACH: Climb to 3000 via DOB R-286 to CYLON and hold.

ATIS ★	ATLANTA APP CON	DOBBINS TOWER ★	GND CON	ASR/PAR
269.5	121.0 268.7	120.75 370.875	125.3 275.8	

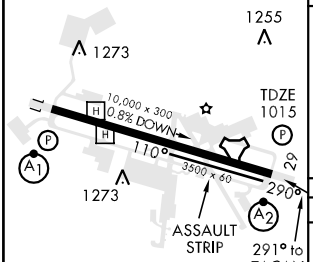
*** Circling not authorized N of Rwy 11-29 for CAT D,E aircraft.
Circling to assault strip not authorized.

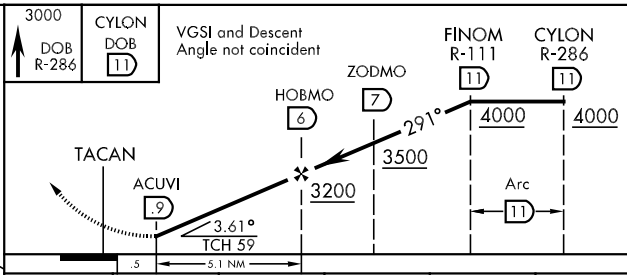
RADAR REQUIRED



EMERG SAFE ALT 100 NM 7800

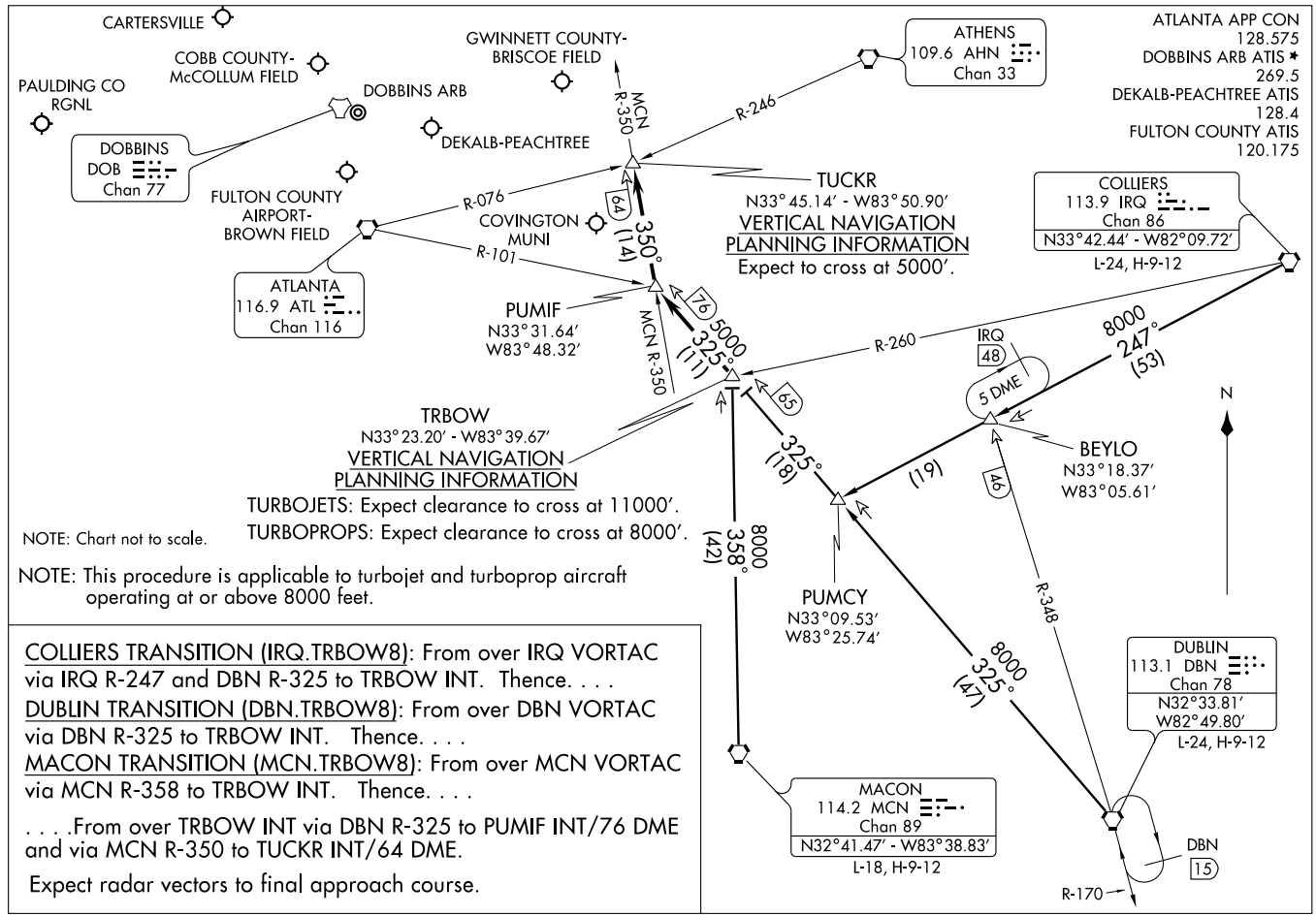
ELEV 1068





CATEGORY	A	B	C	D	E
S-29 *	1620/40	605 (600-¾)	1620-1 ½ 605 (600-1½)	1620-1¾ 605 (600-1 ¾)	1620-2 605 (600-2)
CIRCLING ***	1680-1	612 (700-1)	1680-1¾ 612 (700-1 ¾)	1700-2 632 (700-2)	1740-2½ 672 (700-2½)
S-PAR 29 **	1215/24	200 (200-½)	1215/40	200 (200-¾)	GS 3.0°

REIL Rwy 11-29
HIRL Rwy 11-29



COLLIERS TRANSITION (IRQ.TRBOW8): From over IRQ VORTAC via IRQ R-247 and DBN R-325 to TRBOW INT. Thence. . . .

DUBLIN TRANSITION (DBN.TRBOW8): From over DBN VORTAC via DBN R-325 to TRBOW INT. Thence. . . .

MACON TRANSITION (MCN.TRBOW8): From over MCN VORTAC via MCN R-358 to TRBOW INT. Thence. . . .

. . . .From over TRBOW INT via DBN R-325 to PUMIF INT/76 DME and via MCN R-350 to TUCKR INT/64 DME.

Expect radar vectors to final approach course.

(TRBOW.TRBOW8) 09183
TRBOW EIGHT ARRIVAL
ST-469 (FAA)
ATLANTA, GEORGIA

NDB MQW 280	APP CRS 211°	Rwy Idg 4030 TDZE 202 Apt Elev 202

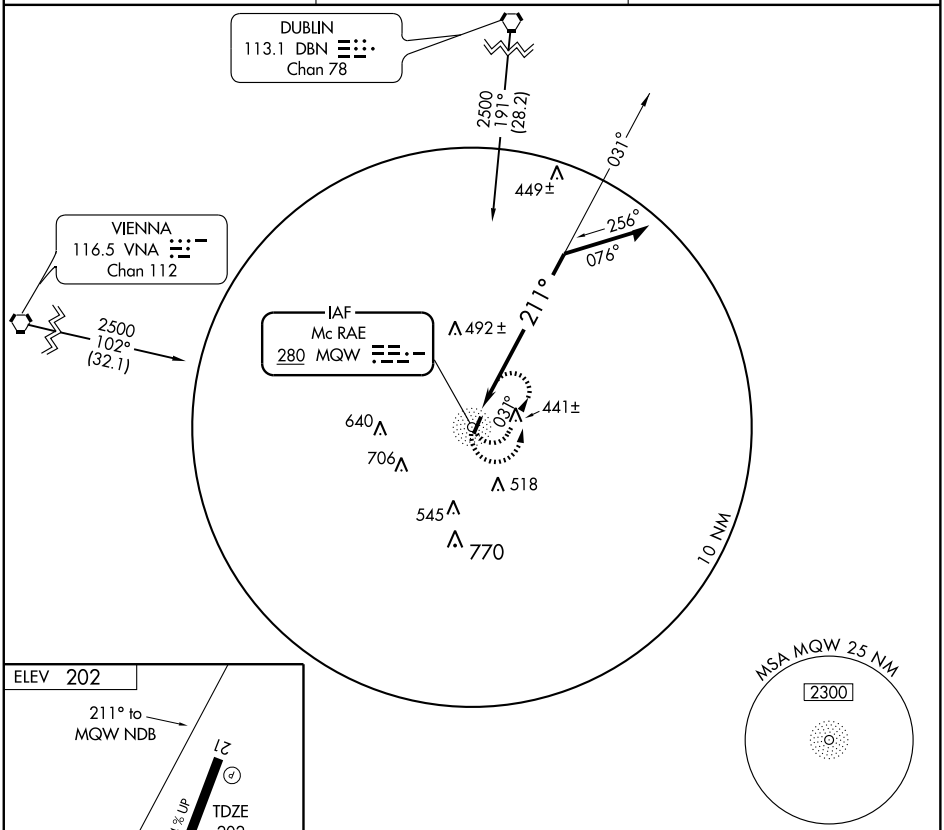
NDB RWY 21

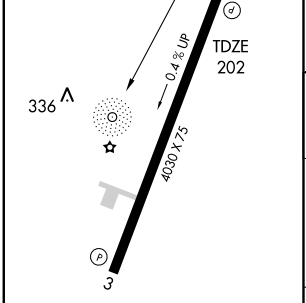
MCRAE/ TELFAIR-WHEELER (MQW)

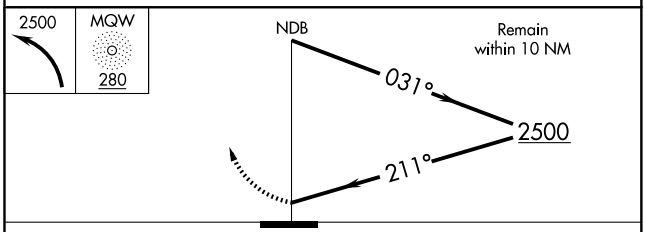
Visibility reduction by helicopters NA.
Use Vidalia altimeter setting; when not received, use Alma altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 in MQW NDB holding pattern, continue climb-in-hold to 2500.

VIDALIA AWOS-3	JACKSONVILLE CENTER	CTAF
119.925	132.3 290.4	122.9 L







CATEGORY	A	B	C	D
S-21	1000-1 798 (800-1)	1000-1¼ 798 (800-1¼)	1000-2¼ 798 (800-2¼)	1000-2½ 798 (800-2½)
CIRCLING	1000-1 798 (800-1)	1000-1¼ 798 (800-1¼)	1000-2¼ 798 (800-2¼)	1000-2½ 798 (800-2½)

MIRL Rwy 3-21 L

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	4030
CH 70508	026°	TDZE	202
W03A		Apt Elev	202

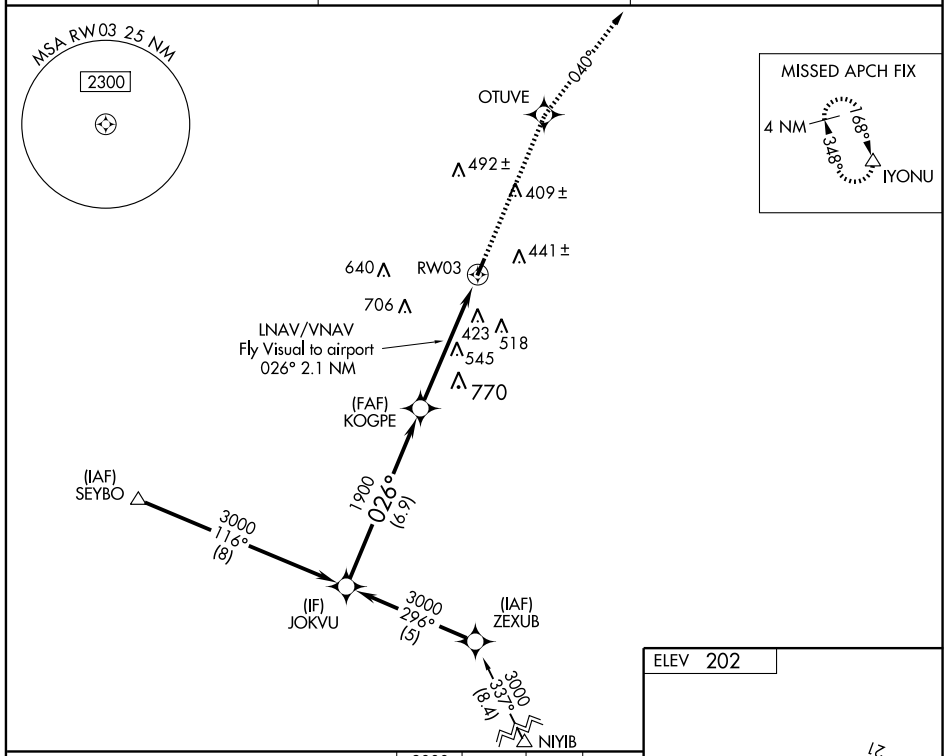
RNAV (GPS) RWY 3

MCRAE/ TELFAIR-WHEELER (MQW)

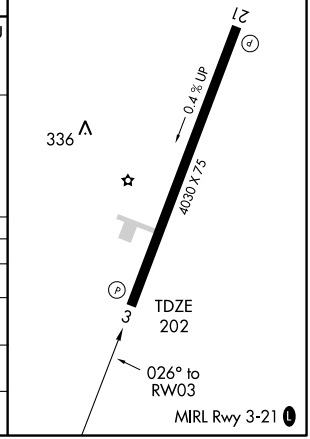
T NA — Visibility reduction by helicopters NA. DME/DME RNP -0.3 NA. Use Vidalia altimeter setting; when not received, use Alma altimeter setting and increase all DA/MDA 20 feet. Baro-VNAV NA. LNAV/VNAV NA when using Alma altimeter setting.

MISSED APPROACH: Climb to 3000 direct OTUVE and via 040° track to IYONU and hold.

VIDALIA AWOS-3	JACKSONVILLE CENTER	CTAF
119.925	132.3 290.4	122.9 L



CATEGORY	A	B	C	D
LPV DA	593-1½ 391 (400-1½)			
LNAV/ VNAV DA	903-2 701 (800-2)			903-2¼ 701 (800-2¼)
LNAV MDA	1160-1¼ 958 (1000-1¼)	1160-1½ 958 (1000-1½)	1160-3 958 (1000-3)	
CIRCLING	1160-1¼ 958 (1000-1¼)	1160-1½ 958 (1000-1½)	1160-3 958 (1000-3)	



APP CRS	Rwy Idg	4030
206°	TDZE	202
	Apt Elev	202

RNAV (GPS) RWY 21

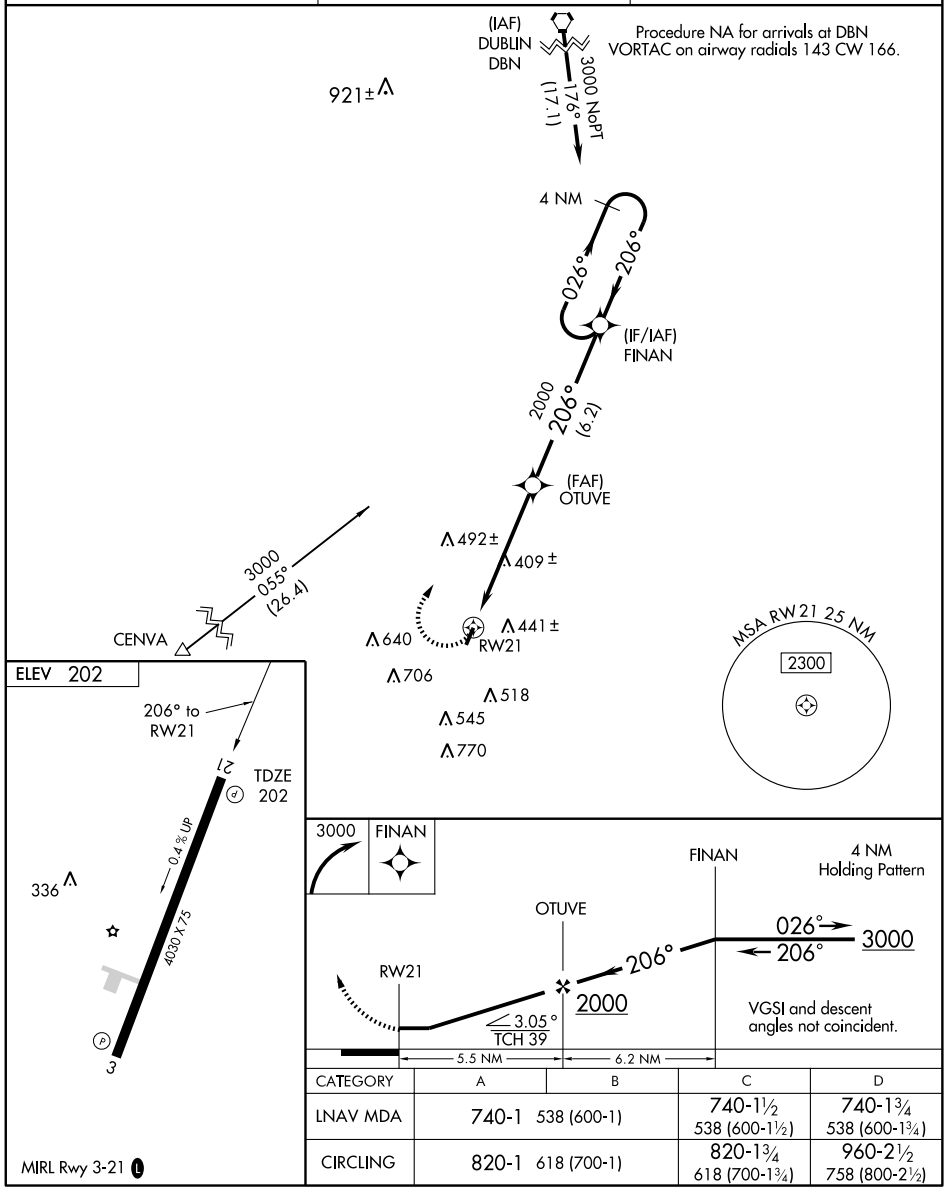
MCRAE/ TELFAIR-WHEELER (MQW)

Visibility reduction by helicopters NA. DME/DME RNP -0.3 NA. Use Vidalia altimeter setting; when not received, use Alma altimeter setting and increase all MDAs 20 feet.

NA

MISSED APPROACH: Climbing right turn to 3000 direct FINAN and hold.

VIDALIA AWOS-3	JACKSONVILLE CENTER	CTAF
119.925	132.3 290.4	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	740-1 538 (600-1)		740-1½ 538 (600-1½)	740-1¾ 538 (600-1¾)
CIRCLING	820-1 618 (700-1)		820-1¾ 618 (700-1¾)	960-2½ 758 (800-2½)

MIRL Rwy 3-21 L

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5002
096°	TDZE	197
	Apt Elev	197

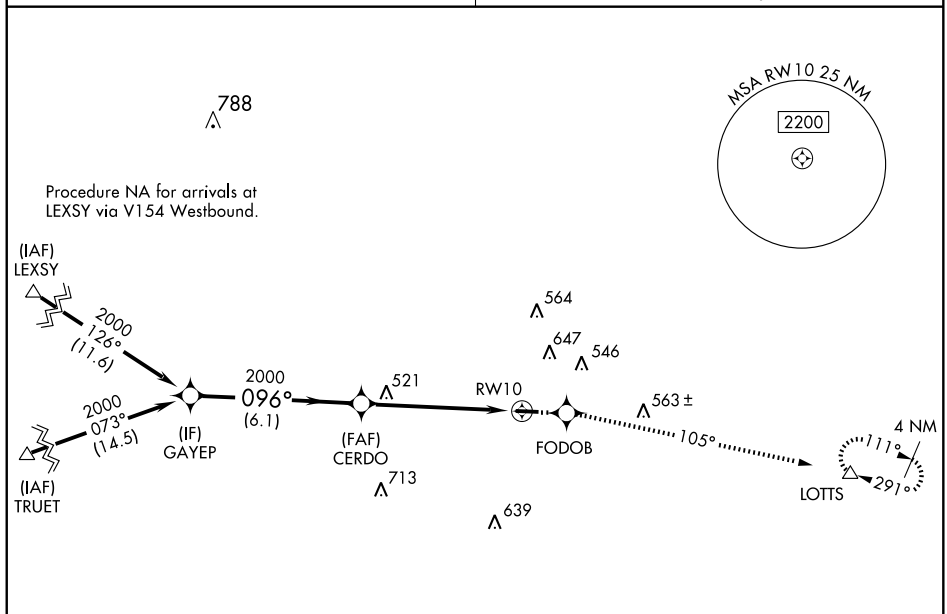
RNAV (GPS) RWY 10

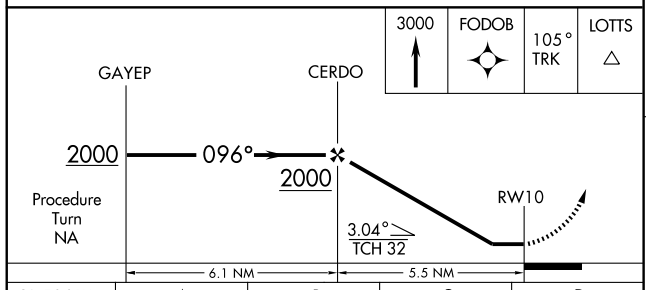
METTER MUNI (MHP)

Use Claxton altimeter setting: when not received, use Vidalia altimeter setting and increase all MDAs 20 feet.
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

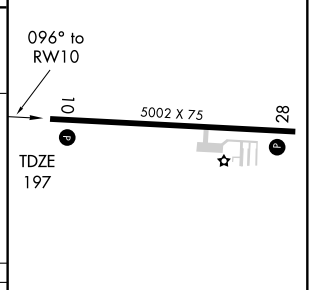
MISSED APPROACH: Climb to 3000 direct FODOB and via 105° track to LOTTS and hold.

JACKSONVILLE CENTER	UNICOM
132.5 363.2	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	820-1	623 (700-1)	820-1 3/4 623 (700-1 3/4)	NA
CIRCLING	820-1	623 (700-1)	820-1 3/4 623 (700-1 3/4)	NA



MIRL Rwy 10-28 L

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5002
276°	TDZE	197
	Apt Elev	197

RNAV (GPS) RWY 28

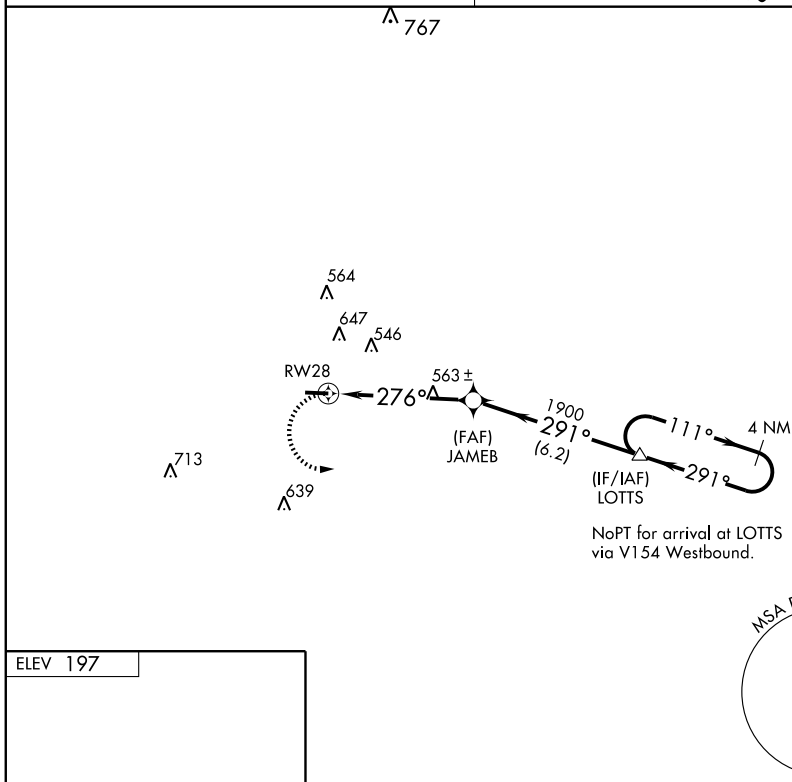
METTER MUNI (MHP)

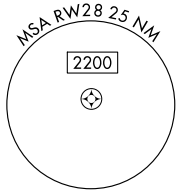
Use Claxton altimeter setting: when not received, use Vidalia altimeter setting and increase all MDAs 20 feet, and LNAV and Circling Cat. C visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

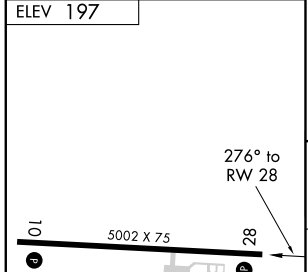
NA

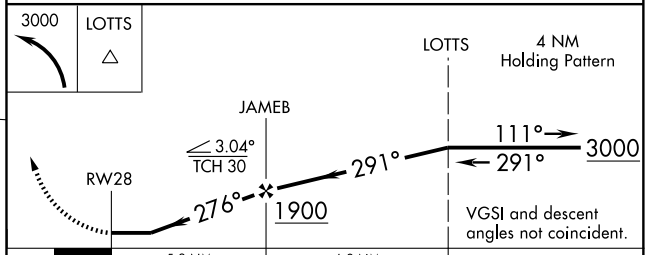
MISSED APPROACH: Climbing left turn to 3000 direct LOTTS and hold.

JACKSONVILLE CENTER	UNICOM
132.5 363.2	123.0 (CTAF) L









CATEGORY	A	B	C	D
LNAV MDA	860-1 663 (700-1)		860-1¾ 663 (700-1¾)	NA
CIRCLING	860-1 663 (700-1)		860-1¾ 663 (700-1¾)	NA

MIRL Rwy 10-28 L

SE-4, 22 OCT 2009 to 19 NOV 2009

NDB UMB 380	APP CRS 276°	Rwy Idg 5509 TDZE 380 Apt Elev 384

NDB RWY 28

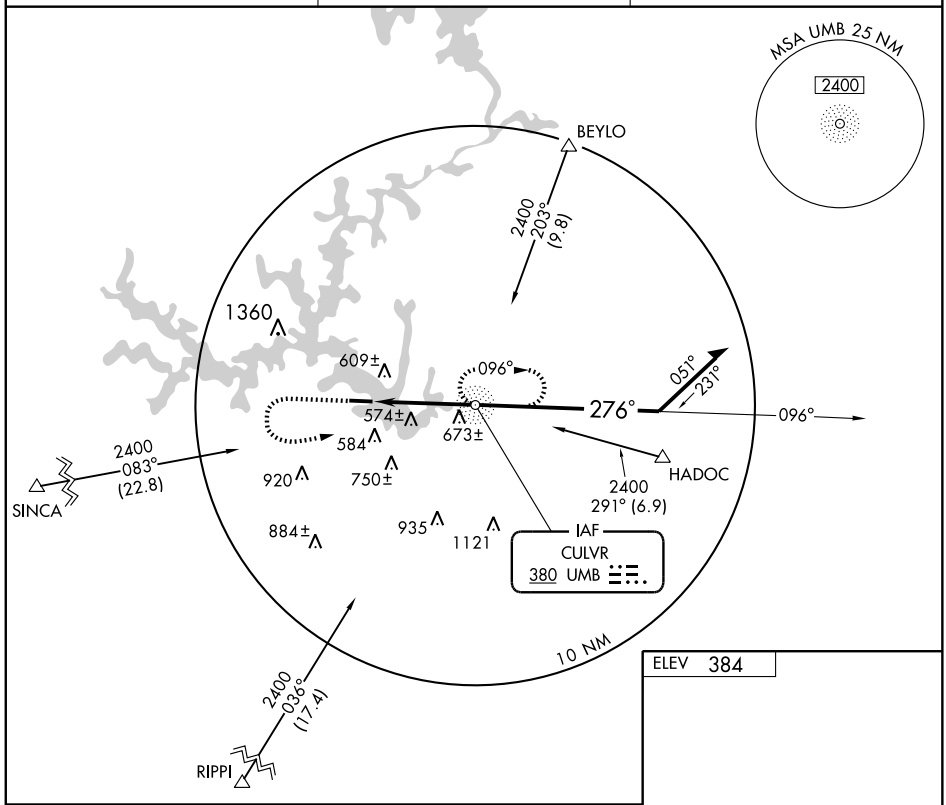
MILLEDGEVILLE/BALDWIN COUNTY (MLJ)

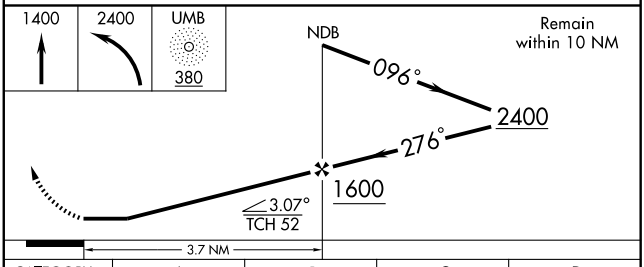
T
A NA

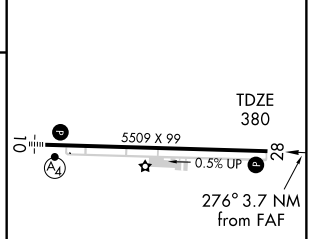
When local altimeter setting not received, use Middle Georgia Rgnl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2400 direct UMB NDB and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
120.925	124.2 279.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-28	960-1	580 (600-1)	NA	
CIRCLING	960-1	576 (600-1)	NA	

MIRL Rwy 10-28 L

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5509
095°	TDZE	386
	Apt Elev	384

RNAV (GPS) RWY 10

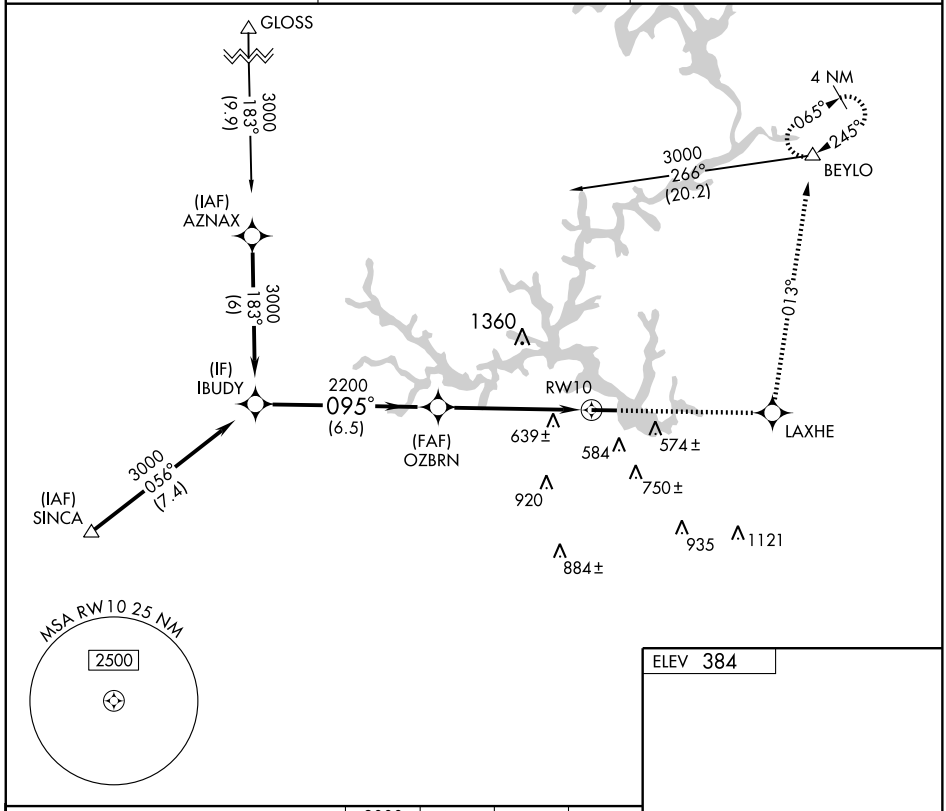
MILLEDGEVILLE/ BALDWIN COUNTY (MLJ)

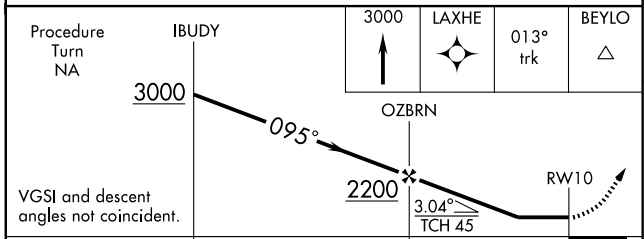
T NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Middle Georgia Rgnl alimeter setting and increase all MDAs 100 feet. Inoperative table does not apply.

MALSF

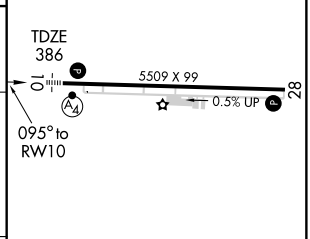
MISSED APPROACH: Climb to 3000 direct LAXHE and via 013° track to BEYLO and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
120.925	124.2 279.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	900-1 514 (600-1)		NA	
CIRCLING	920-1 536 (600-1)	940-1 556 (600-1)	NA	



MIRL Rwy 10-28 L

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5509
275°	TDZE	380
	Apt Elev	384

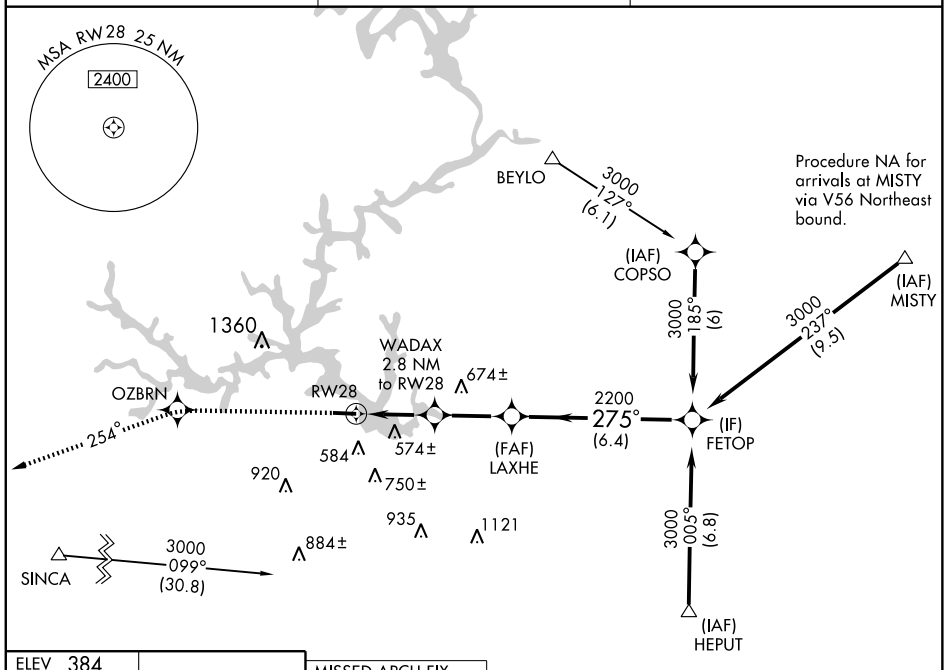
RNAV (GPS) RWY 28

MILLEDGEVILLE/BALDWIN COUNTY (MLJ)

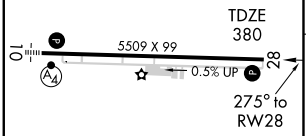
T A NA — DME/DME RNP-0.3 NA. When local altimeter setting not received, use Middle Georgia Rgnl alimeter setting and increase all MDAs 100 feet. VDP NA when using Middle Georgia Rgnl altimeter setting.

MISSED APPROACH: Climb to 3000 direct OZBRN and via 254° track to SINCA and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
120.925	124.2 279.6	122.8 (CTAF) L

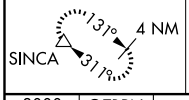


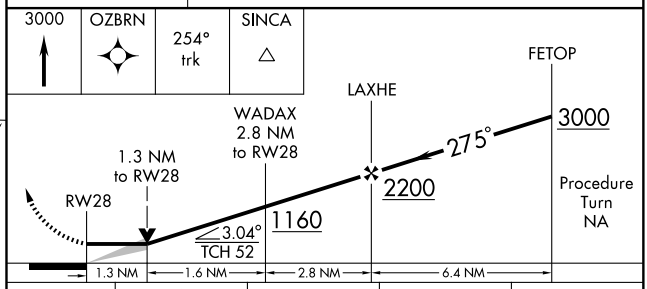
ELEV 384



MIRL Rwy 10-28 L

MISSED APCH FIX





CATEGORY	A	B	C	D
LNAV MDA	800-1 420 (500-1)		NA	
CIRCLING	920-1 536 (600-1)	940-1 556 (600-1)	NA	

SE-4, 22 OCT 2009 to 19 NOV 2009

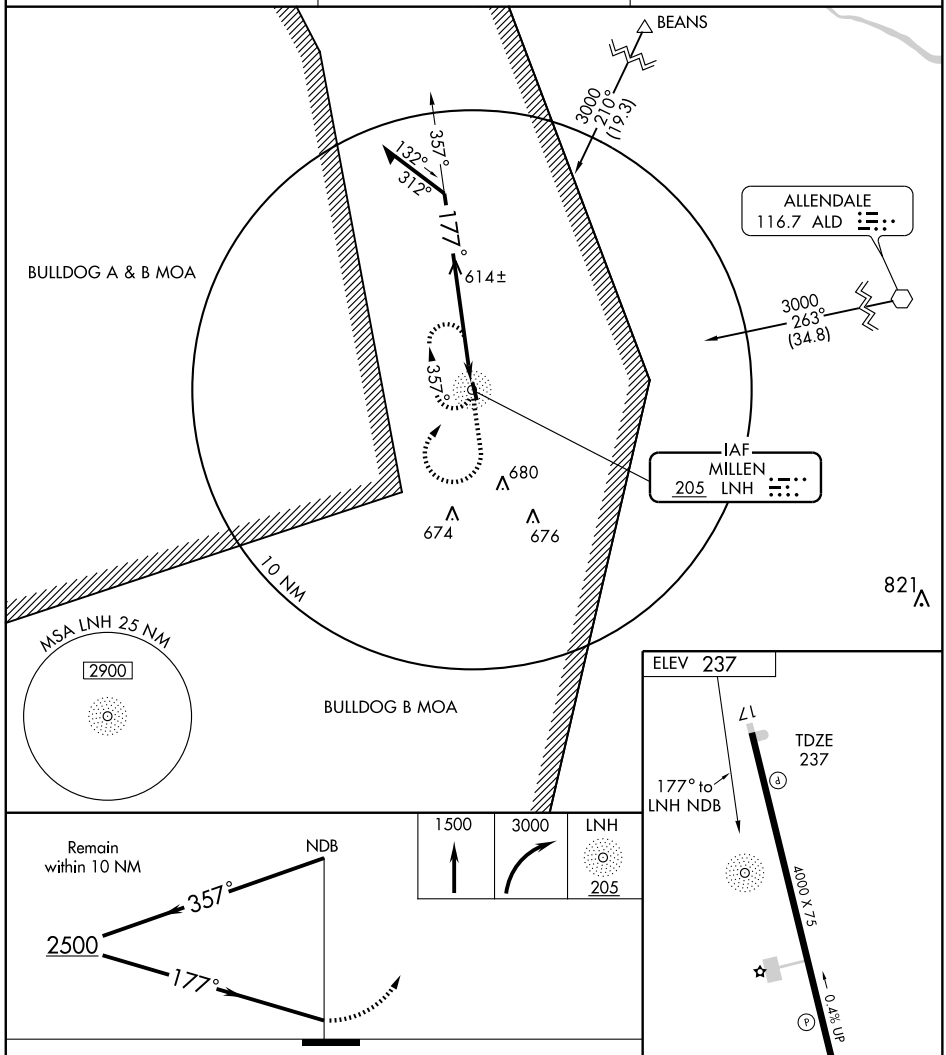
NDB LNH	APP CRS	Rwy Idg	4000
205	177°	TDZE	237
		Apt Elev	237

NDB RWY 17
MILLEN (2J5)

Use Augusta Rgnl at Bush Field altimeter setting.
Circling NA E of Rwy17-35.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct LNH NDB and hold.

AUGUSTA ASOS	AUGUSTA APP CON	CTAF
132.75	126.8 270.3	122.9 L



CATEGORY	A	B	C	D
S-17	1100-1 863 (900-1)	1100-1¼ 863 (900-1¼)	1100-2½ 863 (900-2½)	1100-2¾ 863 (900-2¾)
CIRCLING	1100-1 863 (900-1)	1100-1¼ 863 (900-1¼)	1100-2½ 863 (900-2½)	1100-2¾ 863 (900-2¾)

Knots	60	90	120	150	180
Min:Sec					

SE-4, 22 OCT 2009 to 19 NOV 2009

RNAV (GPS) RWY 17

MILLEN (2J5)

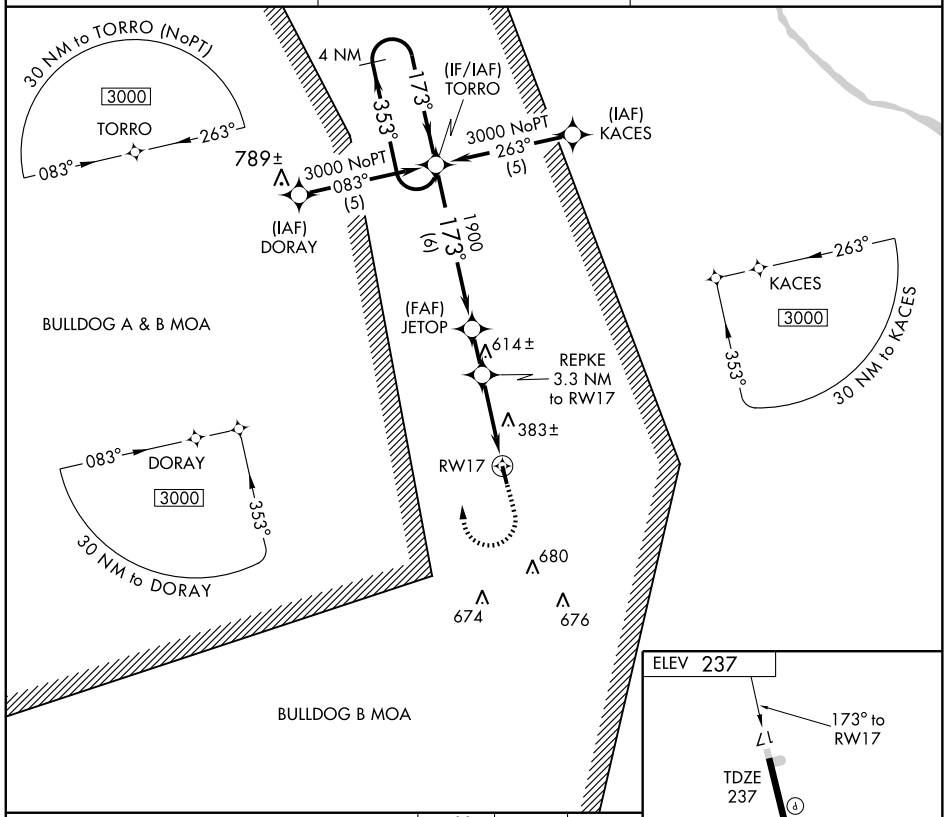
APP CRS	Rwy Idg	4000
173°	TDZE	237
	Apt Elev	237

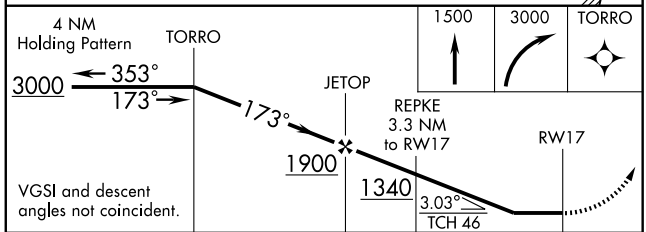
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Use Augusta Rgnl at Bush Field altimeter setting. Circling NA E of Rwy 17-35.

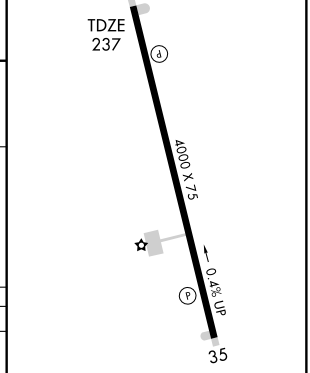
NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct TORRO WP and hold.

AUGUSTA ASOS	AUGUSTA APP CON	CTAF
132.75	126.8 270.3	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	720-1 483 (500-1)		720-1¼ 483 (500-1¼)	720-1½ 483 (500-1½)
CIRCLING	760-1 523 (600-1)	780-1 543 (600-1)	780-1½ 543 (600-1½)	800-2 563 (600-2)

MIRL Rwy 17-35 L

SE-4, 22 OCT 2009 to 19 NOV 2009

NDB JNM	APP CRS	Rwy Idg	N/A
392	036°	TDZE	N/A
		Apt Elev	867

NDB-A

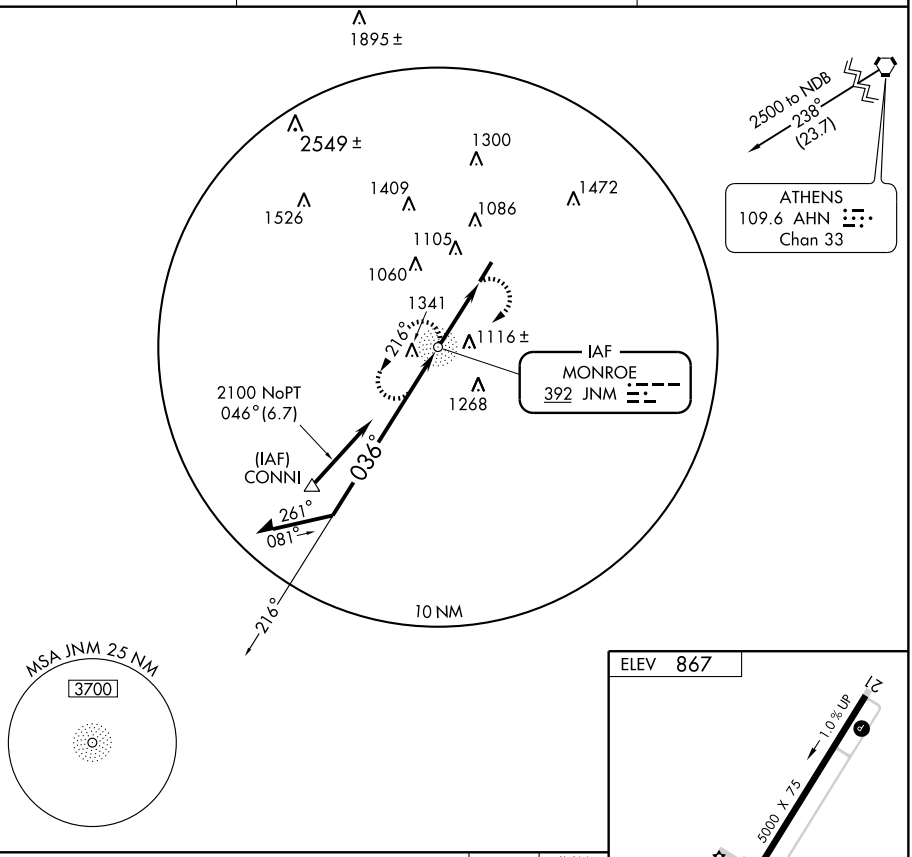
MONROE-WALTON COUNTY (D73)

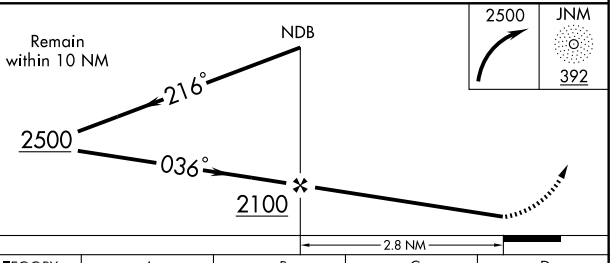
T
NA

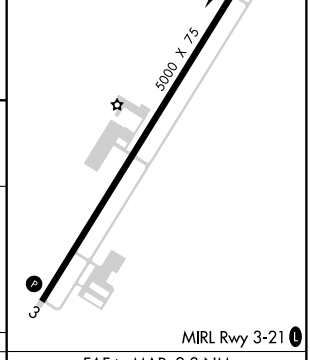
If local altimeter setting not received, use Athens altimeter setting and increase all MDA's 60 feet.

MISSED APPROACH: Climbing right turn to 2500 direct JNM NDB and hold.

AWOS-A	ATLANTA APP CON	CTAF
392	126.975 239.275	122.9 L







CATEGORY	A	B	C	D
CIRCLING	1460-1	593 (600-1)	1460-1½ 593 (600-1½)	NA

FAF to MAP 2.8 NM

Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56

SE-4, 22 OCT 2009 to 19 NOV 2009

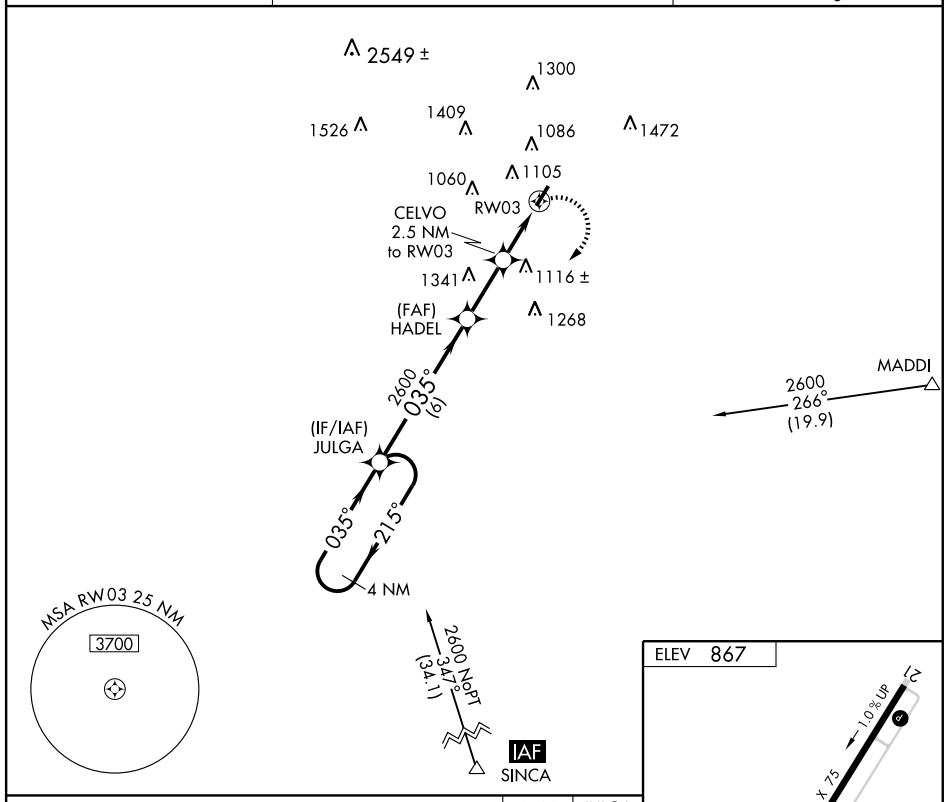
APP CRS	Rwy Idg	5000
035°	TDZE	855
	Apt Elev	867

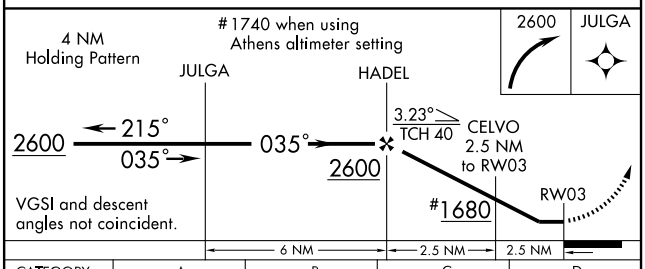
RNAV (GPS) RWY 3
MONROE-WALTON COUNTY (D73)

If local altimeter setting not received, use Athens altimeter setting and increase all MDA's 60 feet. GPS or RNP-0.3 Required.
NA DME/DME RNP-0.3 NA.
IAF Arm approach mode prior to IAF.

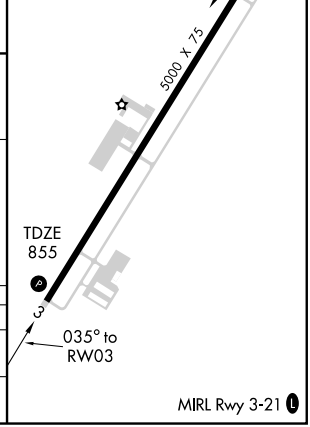
MISSED APPROACH: Climbing right turn to 2600 direct JULGA WP and hold.

AWOS-A	ATLANTA APP CON	CTAF
392	126.975 239.275	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1260-1	405 (400-1)	1260-1¼ 405 (400-1¼)	NA
CIRCLING	1460-1	593 (600-1)	1460-1½ 593 (600-1½)	NA



MIRL Rwy 3-21 L

SE-4, 22 OCT 2009 to 19 NOV 2009

NDB IZS 426	APP CRS 184°	Rwy Idg 4220 TDZE 337 Apt Elev 337

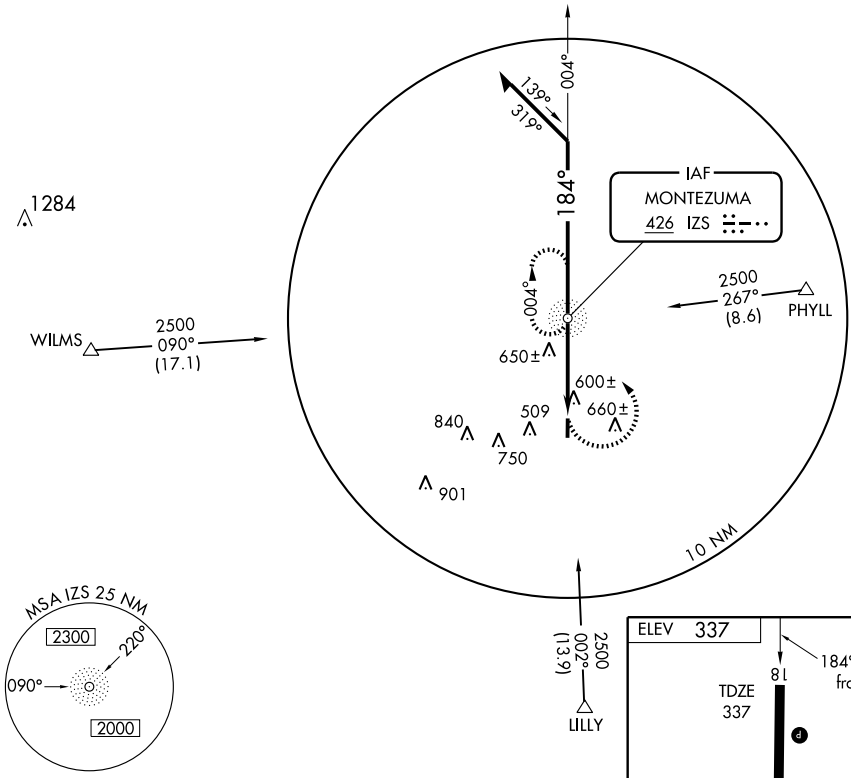
NDB RWY 18

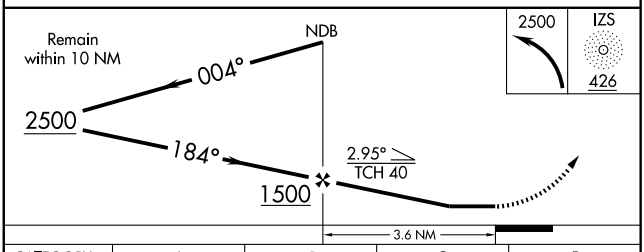
MONTEZUMA/ DR. C. P. SAVAGE SR. (53A)

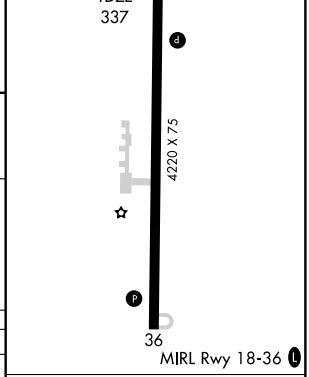
T NA Use Americus altimeter setting; if not received use Macon altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing left turn to 2500 direct IZS NDB and hold.

ATLANTA APP CON★	CTAF
124.2 279.6	122.9 L







CATEGORY	A	B	C	D
S-18	1020-1	683 (700-1)	1020-2 683 (700-1)	NA
CIRCLING	1020-1	683 (700-1)	1020-2 683 (700-1)	NA

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4220
185°	TDZE	337
	Apt Elev	337

RNAV (GPS) RWY 18

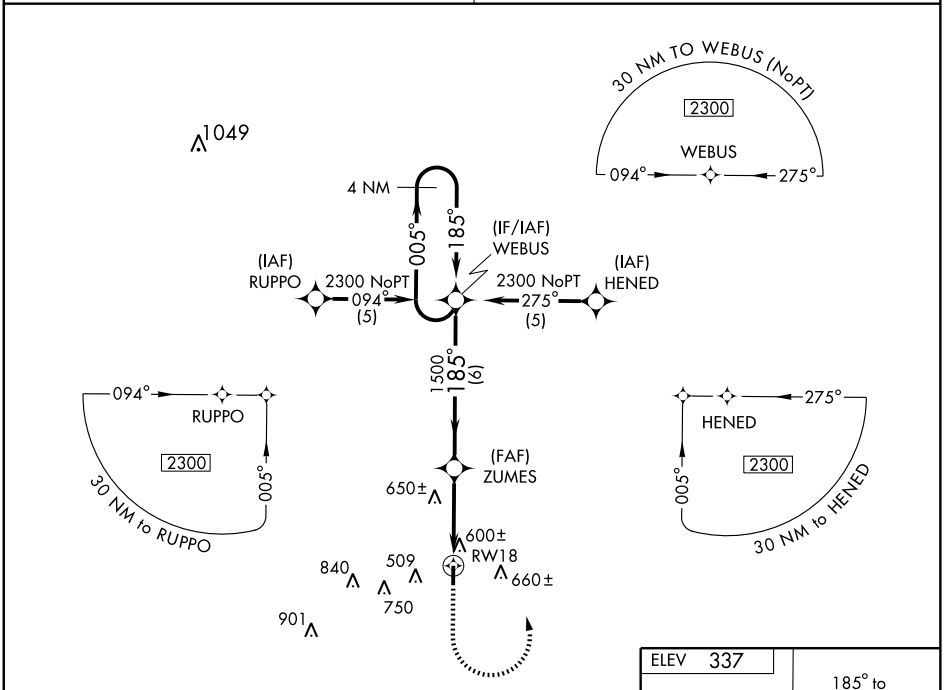
MONTEZUMA/ DR. C. P. SAVAGE SR. (53A)

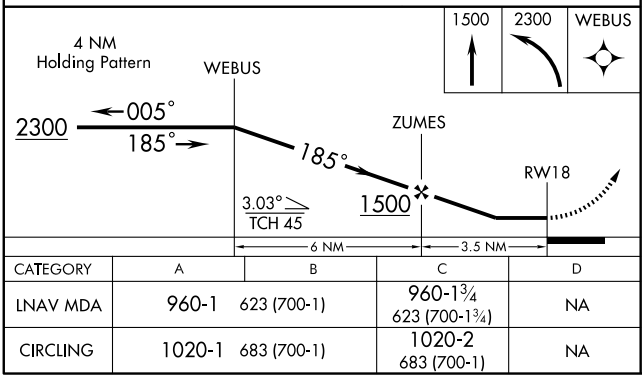
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Use Americus altimeter setting; if not received use Macon altimeter setting and increase all MDAs 20 feet.

NA

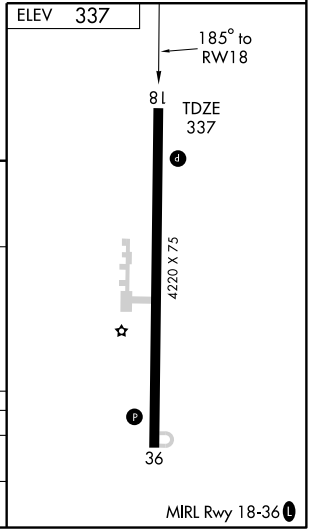
MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct WEBUS WP and hold.

ATLANTA APP CON★	CTAF
124.2 279.6	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	960-1	623 (700-1)	960-1¾ 623 (700-1¾)	NA
CIRCLING	1020-1	683 (700-1)	1020-2 683 (700-1)	NA



MIRL Rwy 18-36 L

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4220
005°	TDZE	337
	Apt Elev	337

RNAV (GPS) RWY 36

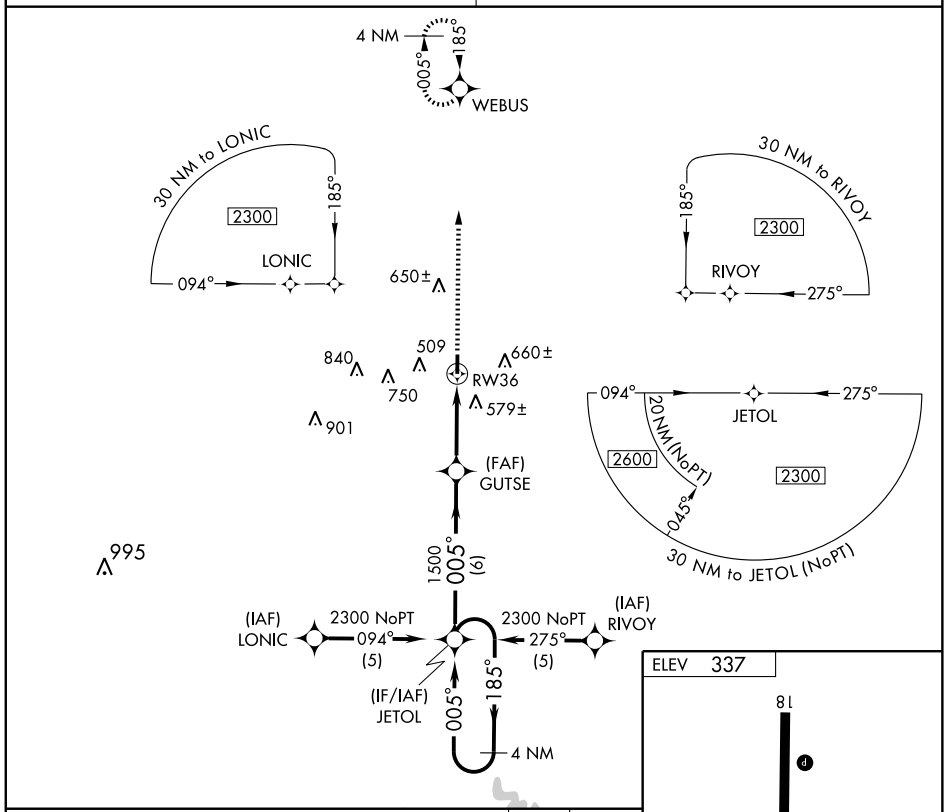
MONTEZUMA/ DR. C. P. SAVAGE SR. (53A)

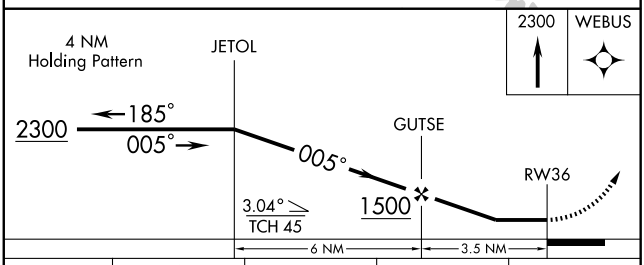
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Use Americus altimeter setting; if not received use Macon altimeter setting and increase all MDAs 20 feet.

NA

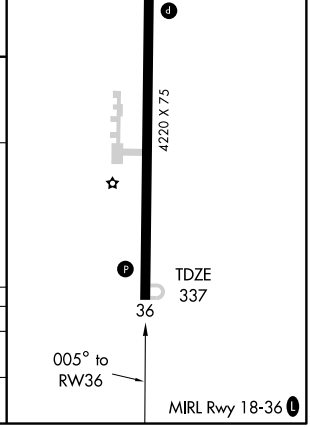
MISSED APPROACH: Climb to 2300 direct WEBUS WP and hold.

ATLANTA APP CON ★	CTAF
124.2 279.6	122.9 (L)





CATEGORY	A	B	C	D
LNAV MDA	900-1	563 (600-1)	900-1½ 563 (600-1½)	NA
CIRCLING	1020-1	683 (700-1)	1020-2 683 (700-1)	NA



SE-4, 22 OCT 2009 to 19 NOV 2009

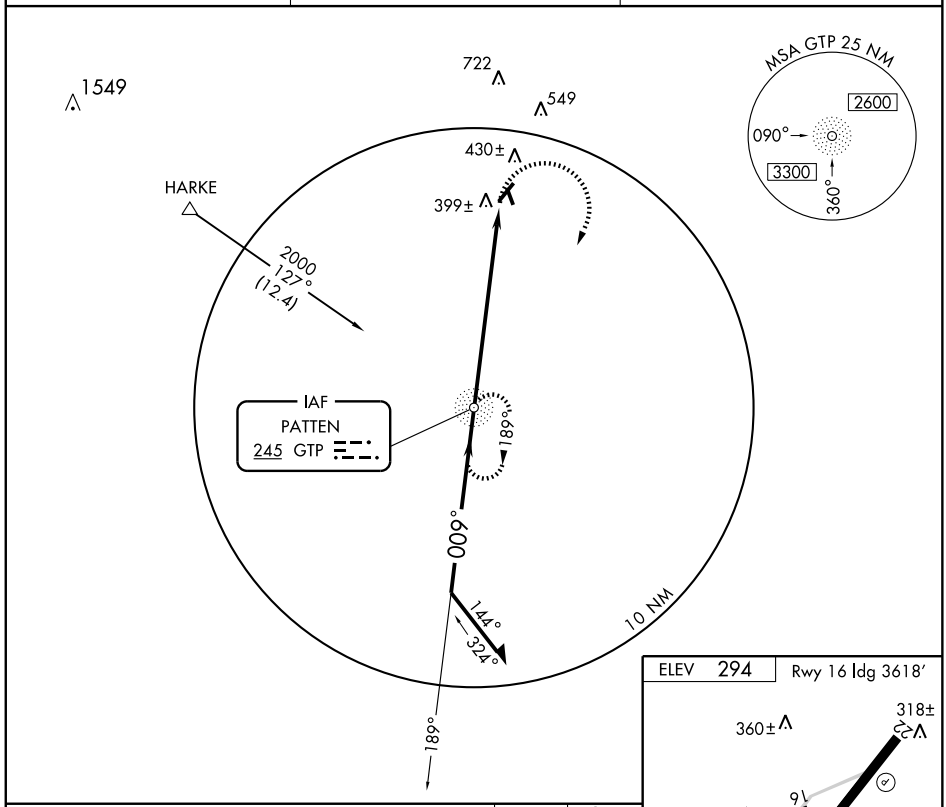
NDB GTP 245	APP CRS 009°	Rwy Idg N/A TDZE N/A Apt Elev 294

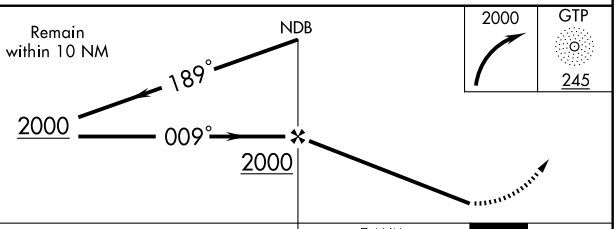
NDB-A
MOULTRIE MUNI (MGR)

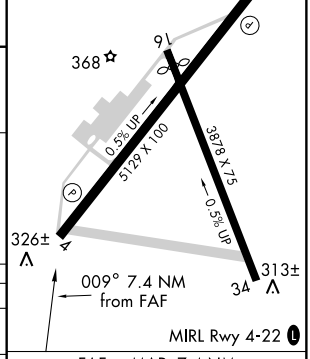
▼ NA — Obtain local altimeter on CTAF; when not received, use Valdosta altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct GTP NDB and hold.

AWOS-3	VALDOSTA APP CON ★	UNICOM
118.925	126.6 285.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	780-1 486 (500-1)		780-1½ 486 (500-1½)	860-2 566 (600-2)
VALDOSTA RGNL ALTIMETER SETTING MINIMUMS				
CIRCLING	860-1 566 (600-1)		860-1½ 566 (600-1½)	860-2 566 (600-2)

FAF to MAP 7.4 NM

Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	5129
CH 82603	041°	TDZE	289
W04A		Apt Elev	294

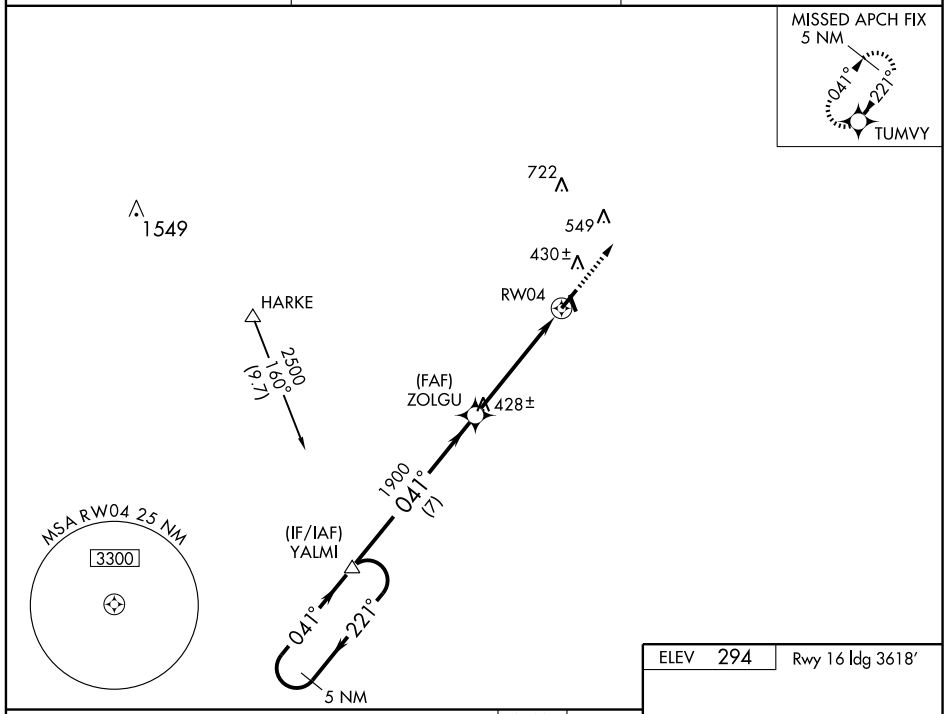
RNAV (GPS) RWY 4

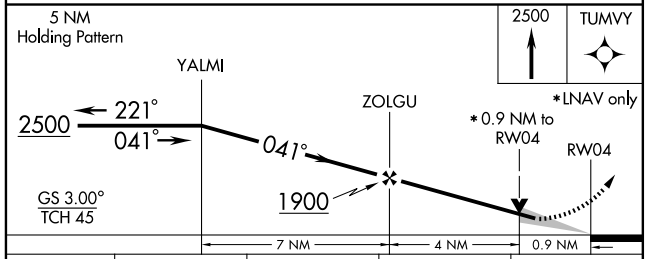
MOULTRIE MUNI (MGR)

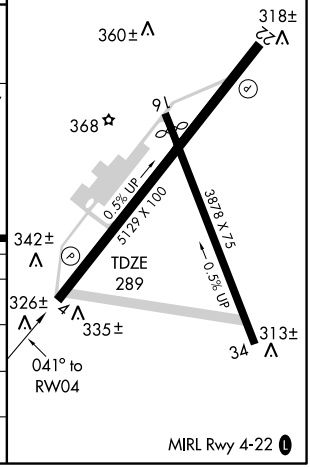
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). If local altimeter setting not received, use Valdosta altimeter setting and increase all DAs 88 feet, and all MDAs 100 feet. Baro-VNAV and VDP NA when using Valdosta altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct TUMVY and hold.

AWOS-3	VALDOSTA APP CON ★	UNICOM
118.925	126.6 285.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	539-1 250 (300-1)			
LNAV/ VNAV DA	605-1¼ 316 (400-1¼)			
LNAV MDA	600-1 311 (400-1)			
CIRCLING	780-1 486 (500-1)		780-1½ 486 (500-1½)	860-2 566 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

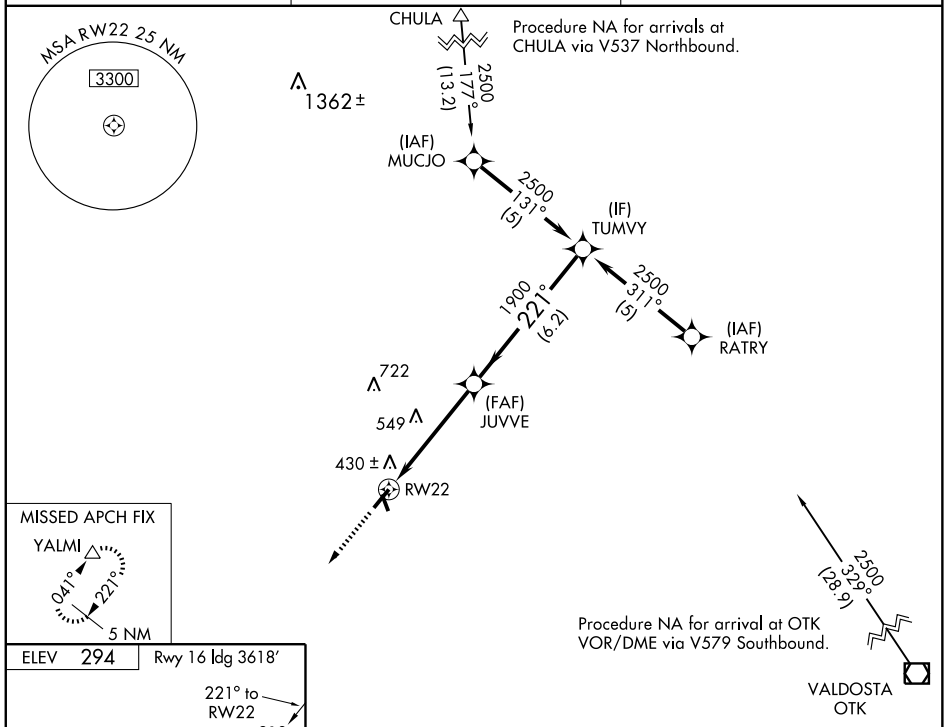
WAAS	APP CRS	Rwy Idg	5129
CH 93803	221°	TDZE	294
W22A		Apt Elev	294

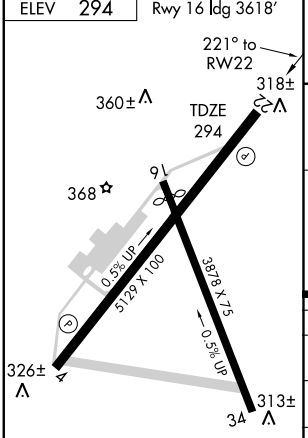
RNAV (GPS) RWY 22
MOULTRIE MUNI (MGR)

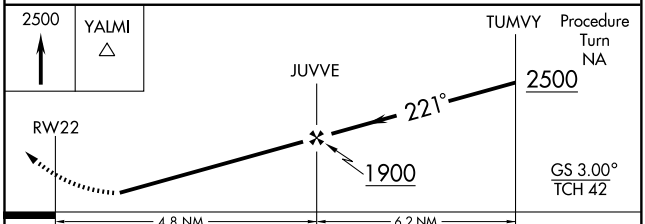
If local altimeter setting not received, use Valdosta altimeter setting and increase all DAs 88 feet, and all MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Valdosta altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct YALMI and hold.

AWOS-3	VALDOSTA APP CON ★	UNICOM
118.925	126.6 285.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	637-1¼ 343 (400-1¼)			
LNAV/ VNAV DA	730-1½ 436 (500-1½)			
LNAV MDA	800-1 506 (600-1)		800-1½ 506 (600-1½)	
CIRCLING	800-1 506 (600-1)		800-1½ 506 (600-1½)	860-2 566 (600-2)

MIRL Rwy 4-22 L

SE-4, 22 OCT 2009 to 19 NOV 2009

VOR/DME MGR 108.8 Chan 25	APP CRS 214°	Rwy Idg 5129 TDZE 294 Apt Elev 294

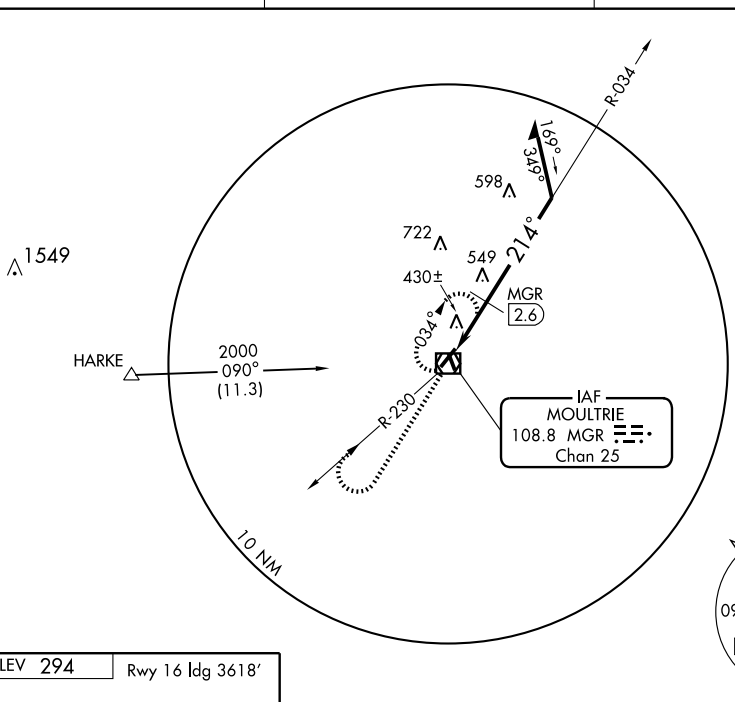
VOR RWY 22
MOULTRIE MUNI (MGR)

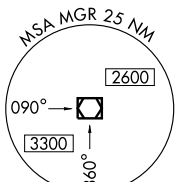
NA

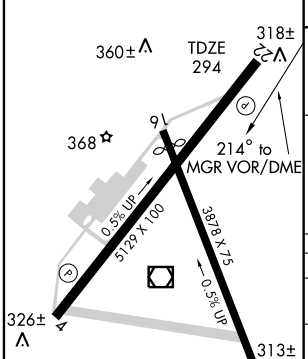
Obtain local altimeter on CTAF when not received use Valdosta altimeter setting and increase all MDAs 100 feet and visibility Cats B, C and D ¼ mile; DME MINIMUMS visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 2000 then right turn via MGR R-230 to MGR VOR/DME and hold.

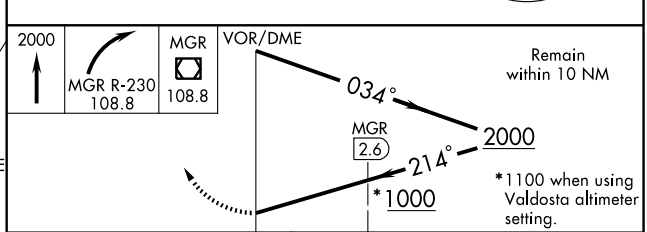
AWOS-3	VALDOSTA APP CON ★	UNICOM
118.925	126.6 285.6	122.8 (CTAF) L







Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-22	1000-1 706 (800-1)		1000-2 706 (800-2)	1000-2¼ 706 (800-2¼)
CIRCLING	1000-1 706 (800-1)		1000-2 706 (800-2)	1000-2¼ 706 (800-2¼)
DME MINIMUMS				
S-22	680-1 386 (400-1)			680-1¼ 386 (400-1¼)
CIRCLING	740-1 446 (500-1)	760-1 466 (500-1)	760-1½ 466 (500-1½)	860-2 566 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

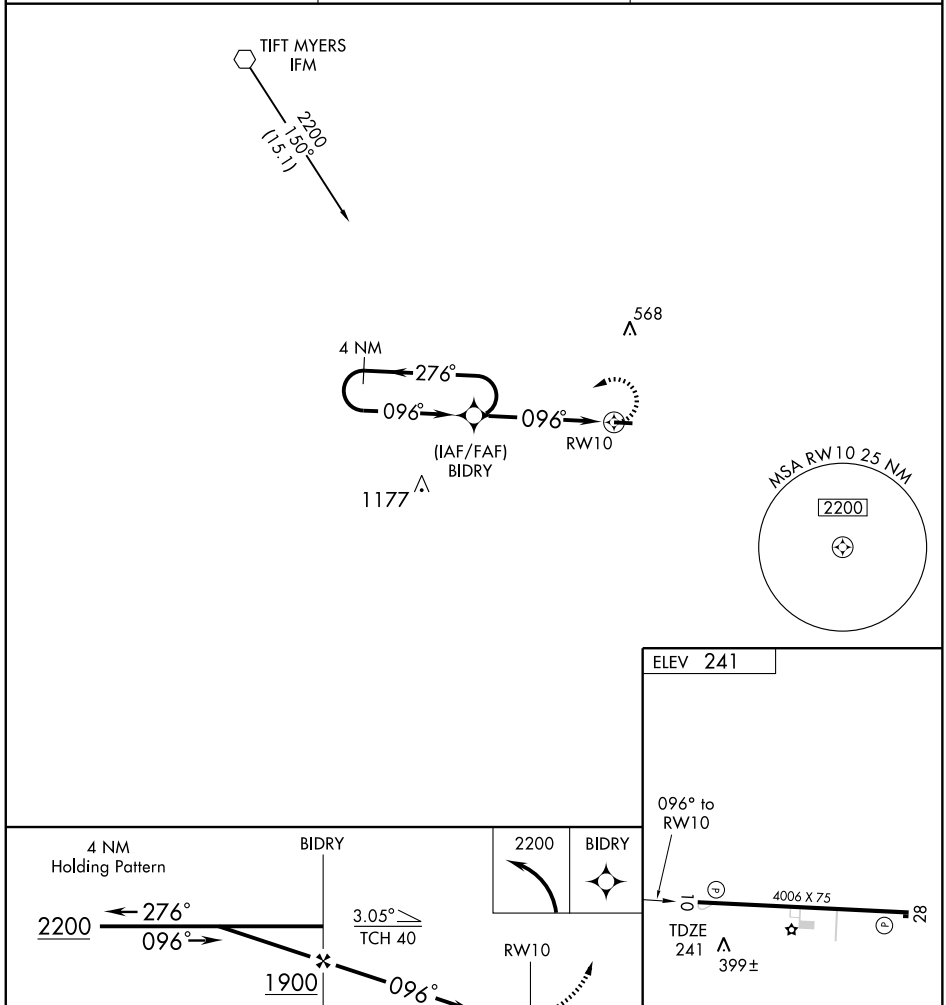
APP CRS	Rwy Idg	4006
096°	TDZE	241
	Apt Elev	241

GPS RWY 10

NASHVILLE/ BERRIEN COUNTY (4J2)

NA	Use Moody AFB altimeter setting, when not available, procedure not authorized.	MISSED APPROACH: Climbing left turn to 2200 direct BIDRY WP and hold.

VALDOSTA APP CON ★	UNICOM	GCO
126.6 285.6	122.7 (CTAF) L	121.725



CATEGORY	A	B	C	D
S-10	740-1 499 (500-1)		740-1¼ 499 (500-1¼)	NA
CIRCLING	820-1 579 (600-1)		820-1½ 579 (600-1½)	NA

MIRL Rwy 10-28 L
REIL Rwys 10 and 28

SE-4, 22 OCT 2009 to 19 NOV 2009

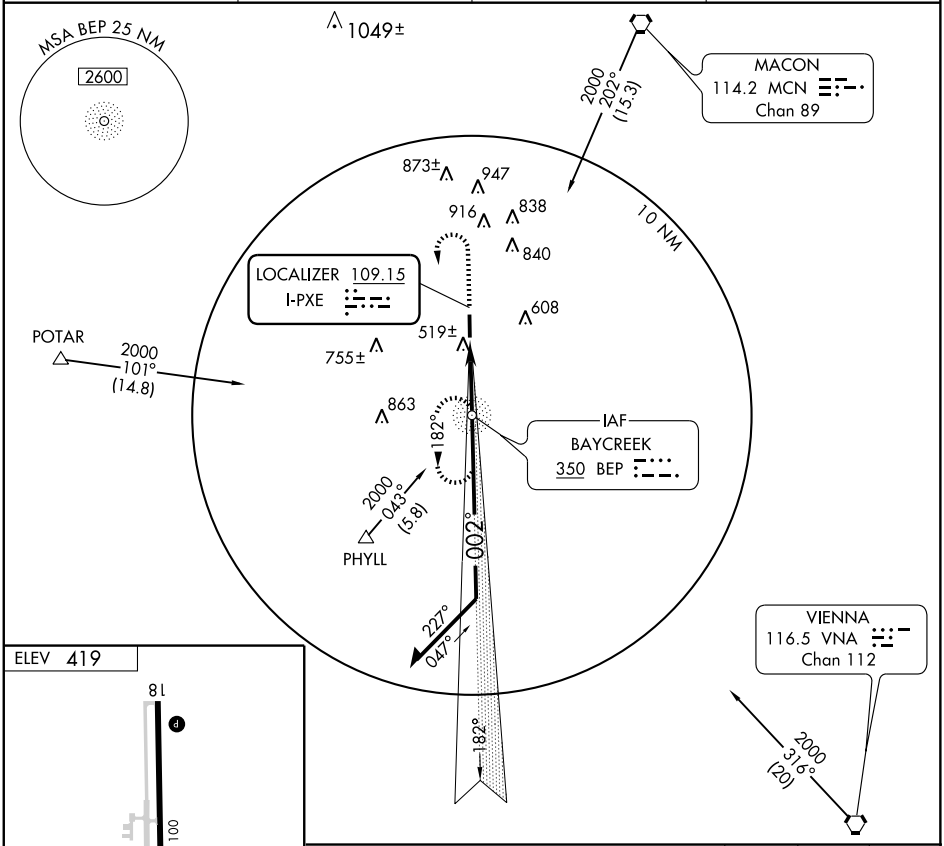
LOC I-PXE	APP CRS	Rwy Idg	5002
109.15	002°	TDZE	417
		Apt Elev	419

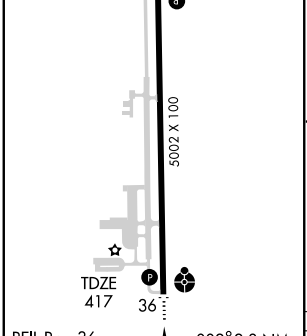
LOC RWY 36

PERRY-HOUSTON COUNTY (PXE)

▼ NA	If local altimeter setting not received, use Macon altimeter setting and increase all MDAs 40 feet. Inoperative table does not apply. ADF REQUIRED	ODALS	MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct BEP NDB and hold.

AWOS-3	ATLANTA APP CON★	GCO	UNICOM
123.825	124.2 279.6	121.725	122.7 (CTAF) L

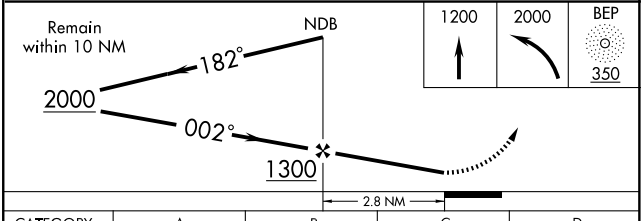




REIL Rwy 36
MIRL Rwy 18-36 L

002° 2.8 NM from FAF

FAF to MAP 2.8 NM					
Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56



CATEGORY	A	B	C	D
S-36	780-1 363 (400-1)			780-1¼ 363 (400-1¼)
CIRCLING	860-1 441 (500-1)	880-1 461 (500-1)	880-1½ 461 (500-1½)	980-2 561 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

NDB BEP	APP CRS	Rwy Idg	5002
350	001°	TDZE	417
		Apt Elev	418

NDB RWY 36

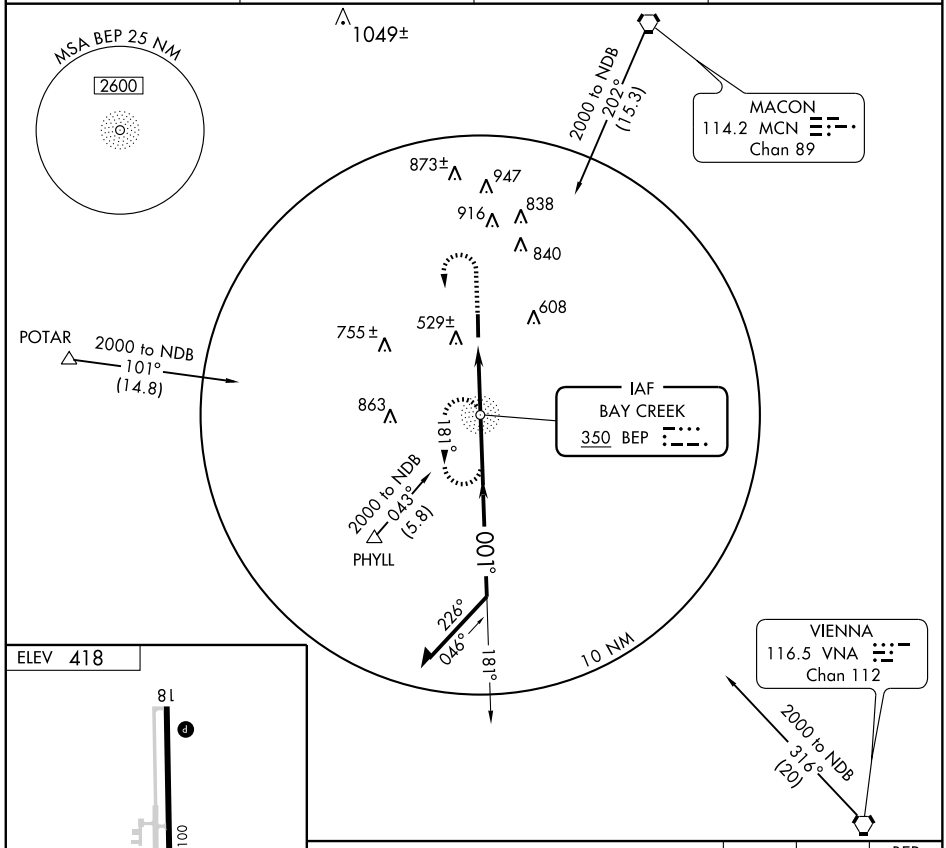
PERRY-HOUSTON COUNTY (PXE)

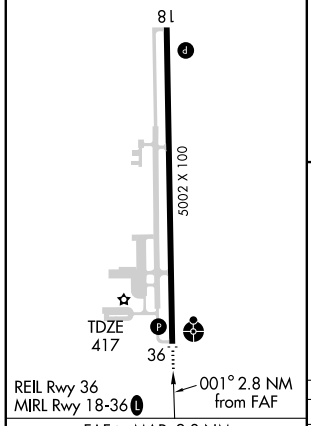
NA If local altimeter setting not received, use Macon altimeter setting and increase all MDAs 40 feet. Inoperative table does not apply.

ODALS

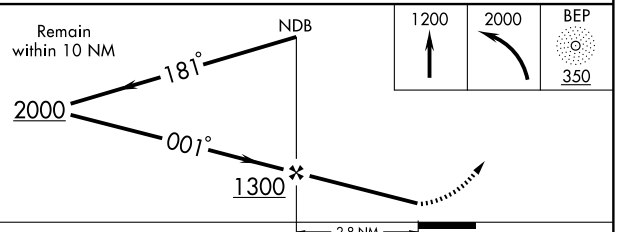
MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct BEP NDB and hold.

AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
123.825	124.2 279.6	121.725	122.7 (CTAF) L





FAF to MAP 2.8 NM					
Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56



CATEGORY	A	B	C	D
S-36	840-1 423 (500-1)		840-1¼ 423 (500-1¼)	
CIRCLING	860-1 442 (500-1)	880-1 462 (500-1)	880-1½ 462 (500-1½)	980-2 562 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	5002
CH 87104	182°	TDZE	418
W18A		Apt Elev	418

RNAV (GPS) RWY 18
PERRY-HOUSTON COUNTY (PXE)

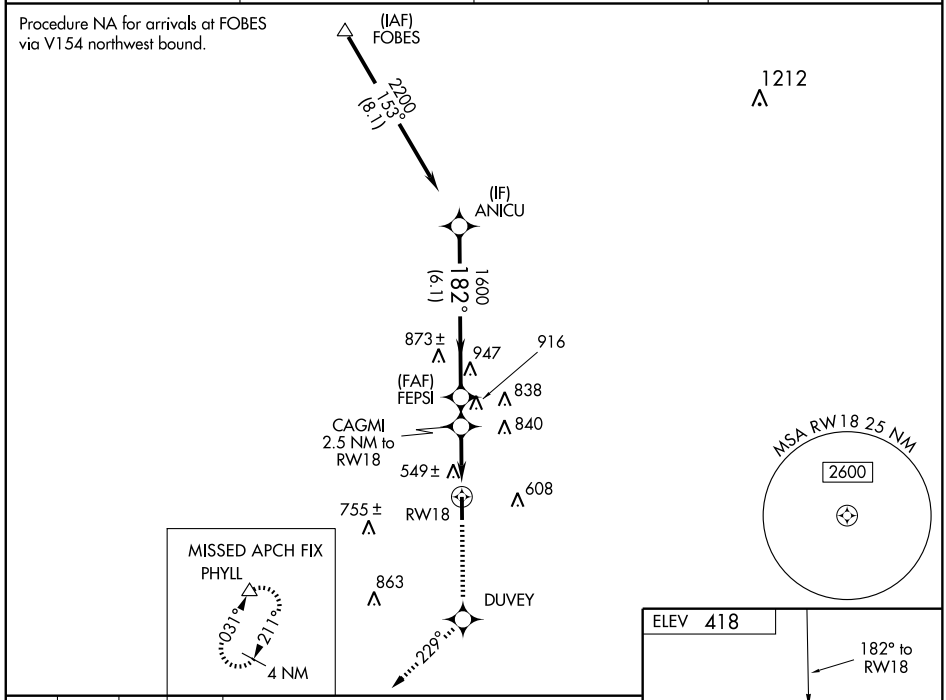
NA

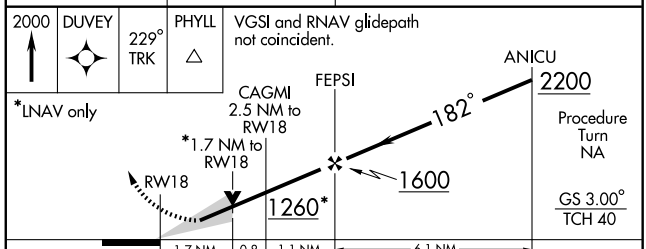
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA.
If local altimeter setting not received, procedure NA.

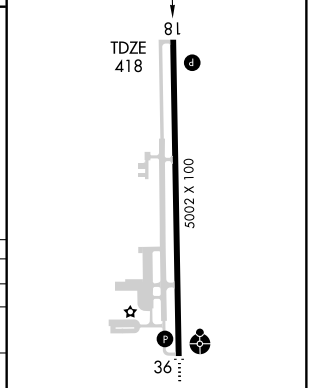
MISSED APPROACH: Climb to 2000 direct DUVEY and via 229° track to PHYLL and hold.

AWOS-3	ATLANTA APP CON★	GCO	UNICOM
123.825	124.2 279.6	121.725	122.7 (CTAF) L

Procedure NA for arrivals at FOBES via V154 northwest bound.







CATEGORY	A	B	C	D
LPV DA	668-1 250 (300-1)			
LNAV/VNAV DA	854-1½ 436 (500-1½)			
LNAV MDA	980-1 562 (600-1)		980-1½ 562 (600-1½)	980-1¾ 562 (600-1¾)
CIRCLING	980-1 562 (600-1)		980-1½ 562 (600-1½)	980-2 562 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	5002
CH 86805	002°	TDZE	417
W36A		Apt Elev	418

RNAV (GPS) RWY 36

PERRY-HOUSTON COUNTY (PXE)

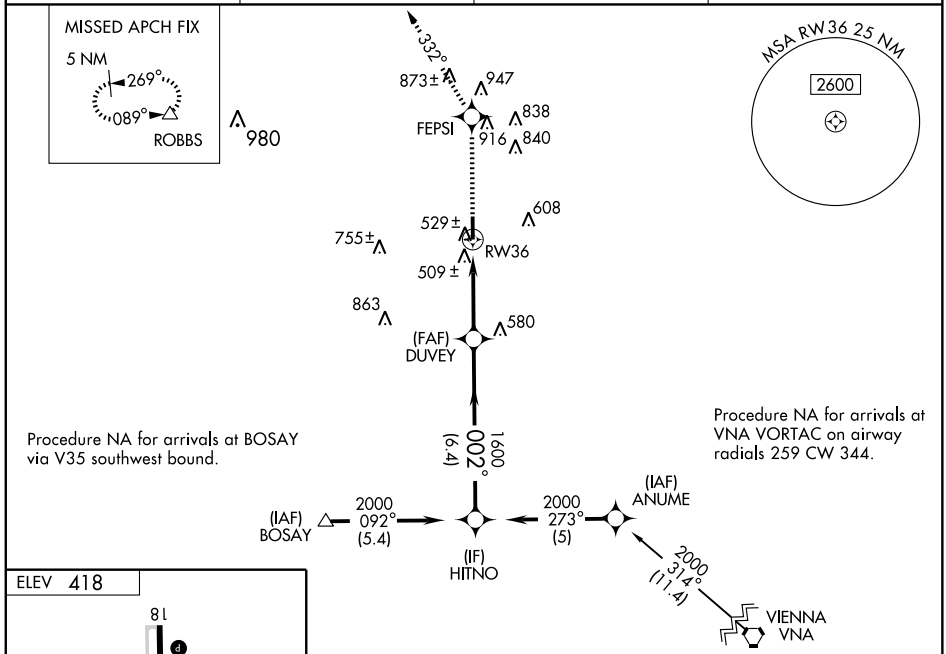
NA

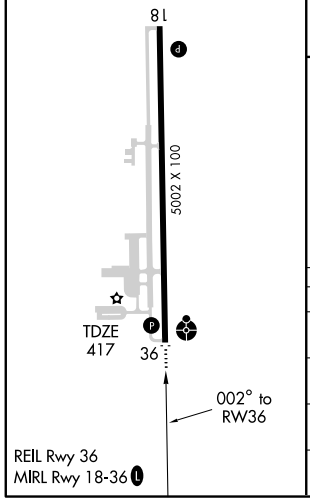
If local altimeter setting not received, use Middle Georgia Rgnl altimeter setting and increase all DAs/MDA 40 feet. Baro-VNAV NA when using Middle Georgia Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). VDP NA when using Middle Georgia Rgnl altimeter setting. Inoperative table does not apply to LNAV-VNAV. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

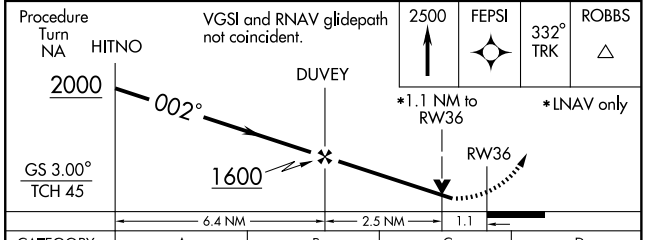
ODALS

MISSED APPROACH: Climb to 2500 direct FEPSI and via 332° track to ROBBS and hold.

AWOS-3	ATLANTA APP CON*	GCO	UNICOM
123.825	124.2 279.6	121.725	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	778-1¼ 361 (400-1¼)			
LNAV/VNAV DA	806-1½ 389 (400-1½)			
LNAV MDA	780-¾ 363 (400-¾)			780-1¼ 363 (400-1¼)
CIRCLING	860-1 442 (500-1)	880-1 462 (500-1)	880-1½ 462 (500-1½)	980-2 562 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

VORTAC VNA	APP CRS	Rwy Idg	N/A
116.5	321°	TDZE	N/A
Chan 112		Apt Elev	418

VOR-A

PERRY-HOUSTON COUNTY (PXE)

NA If local altimeter setting not received, use Macon altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 1300 then climbing left turn to 2000 direct VNA VORTAC and hold.

AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
123.825	124.2 279.6	121.725	122.7 (CTAF) L

1049 ±

MSA VNA 25 NM
2600

MACON
114.2 MCN
Chan 89

873±
947
916
838
840
608
755±
863

R-195
R-182

KATHE INT
VNA 19

1500
321°
(5)

ELKON INT
VNA 14

2000
321°
(14)

IAF
VIENNA
116.5 VNA
Chan 112

10 NM

141°
321°
R-141

ELEV 418

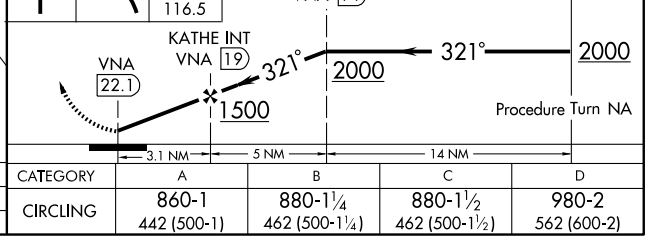
18

5002 X 100

36

321° 3.1 NM from FAF

REIL Rwy 36
MIRL Rwy 18-36 L



FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

CATEGORY	A	B	C	D
CIRCLING	860-1 442 (500-1)	880-1¼ 462 (500-1¼)	880-1½ 462 (500-1½)	980-2 562 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

NDB PIM	APP CRS	Rwy Idg	5002
272	087°	TDZE	902
		Apt Elev	902

NDB or GPS RWY 9

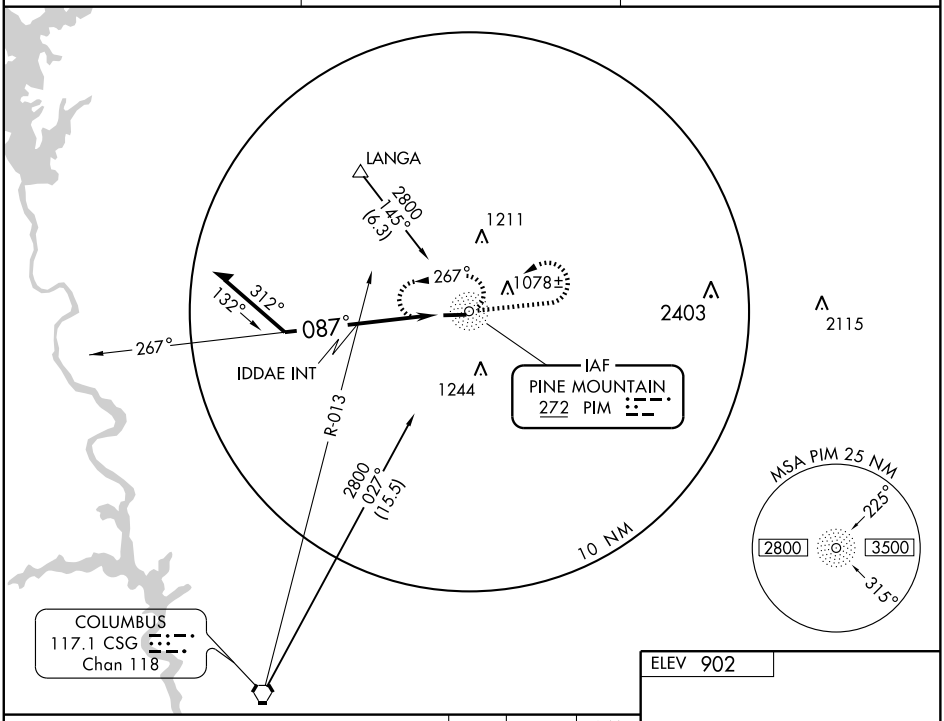
PINE MOUNTAIN/HARRIS COUNTY (PIM)

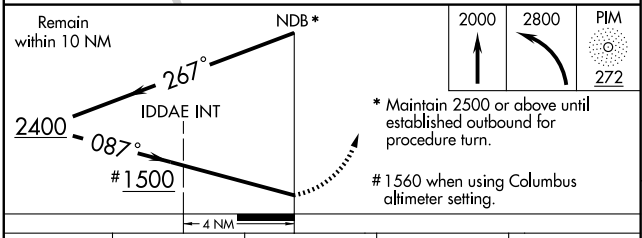
T
A NA

Use La Grange altimeter setting; if not received, use Columbus altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2800 direct PIM NDB and hold.

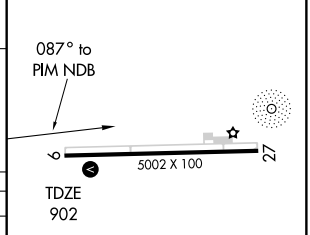
ATLANTA APP CON ★	CLNC DEL	UNICOM
125.5 323.1	127.7	122.8 (CTAF) L





* Maintain 2500 or above until established outbound for procedure turn.

#1560 when using Columbus altimeter setting.



MIRL Rwy 9-27 L

CATEGORY	A	B	C	D
S-9	1500-1 598 (600-1)		1500-1½ 598 (600-1½)	1500-1¾ 598 (600-1¾)
CIRCLING	1500-1 598 (600-1)		1500-1½ 598 (600-1½)	1640-2¼ 738 (800-2¼)
IDDAE MINIMUMS				
S-9	1420-1 518 (600-1)		1420-1½ 518 (600-1½)	1420-1¾ 518 (600-1¾)
CIRCLING	1440-1 538 (600-1)		1440-1½ 538 (600-1½)	1640-2¼ 738 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

SE-4, 22 OCT 2009 to 19 NOV 2009

PINE MOUNTAIN, GEORGIA AL-5583 (FAA)

VORTAC LGC	APP CRS	Rwy Idg	N/A
115.6	126°	TDZE	N/A
Chan 103		Apt Elev	902

VOR or GPS-A

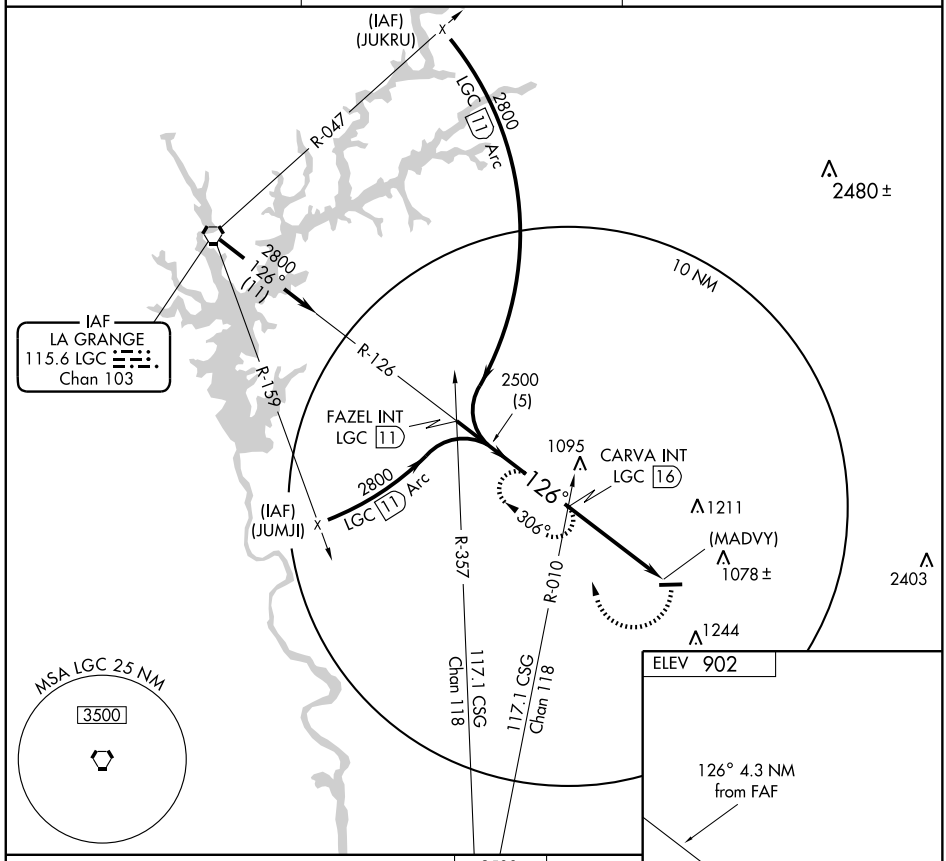
PINE MOUNTAIN/HARRIS COUNTY (PIM)

T
A NA

Use La Grange altimeter setting; if not received, use Columbus altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 2500 via LGC R-126 to CARVA Int/LGC 16 DME and hold.

ATLANTA APP CON ★	CLNC DEL	UNICOM
125.5 323.1	127.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1440-1 538 (600-1)	1440-1¼ 538 (600-1¼)	1440-1½ 538 (600-1½)	1640-2¼ 738 (800-2¼)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SE-4, 22 OCT 2009 to 19 NOV 2009

VORTAC PZD	APP CRS	Rwy Idg	N/A
116.1	173°	TDZE	N/A
Chan 108		Apt Elev	526

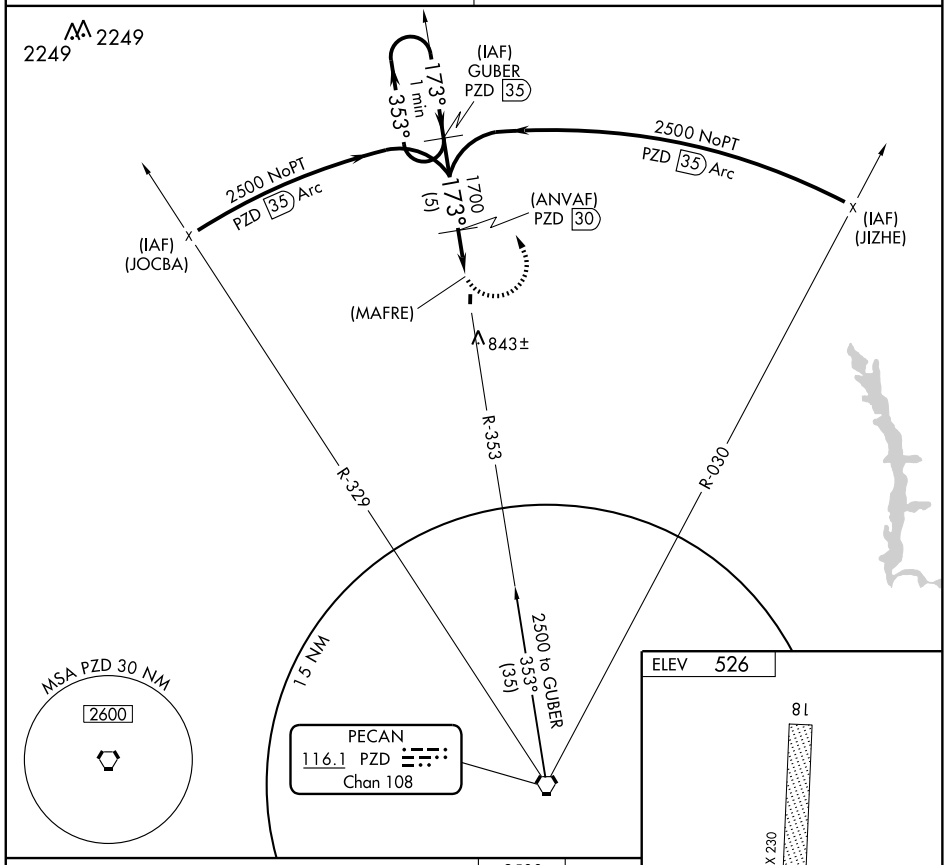
VOR/DME or GPS-B

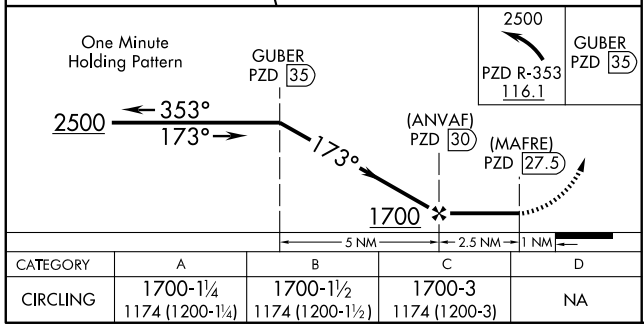
PLAINS/ PETERSON FIELD (7A9)

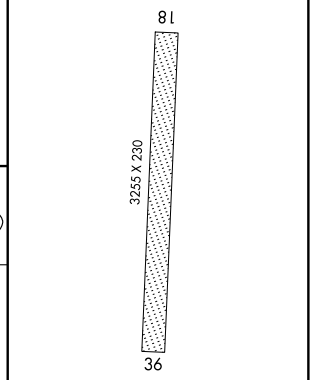
T
NA — Use Albany altimeter setting. Procedure NA at night without prior arrangement for runway lights.

MISSED APPROACH: Climbing left turn to 2500 via PZD R-353 to GUBER 35 DME and hold.

ATLANTA APP CON ★	UNICOM
125.5 323.1	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1700-1¼ 1174 (1200-1¼)	1700-1½ 1174 (1200-1½)	1700-3 1174 (1200-3)	NA

LIRL Rwy 18-36

SE-4, 22 OCT 2009 to 19 NOV 2009

NDB RVJ	APP CRS	Rwy Idg	3802
424	117°	TDZE	191
		Apt Elev	195

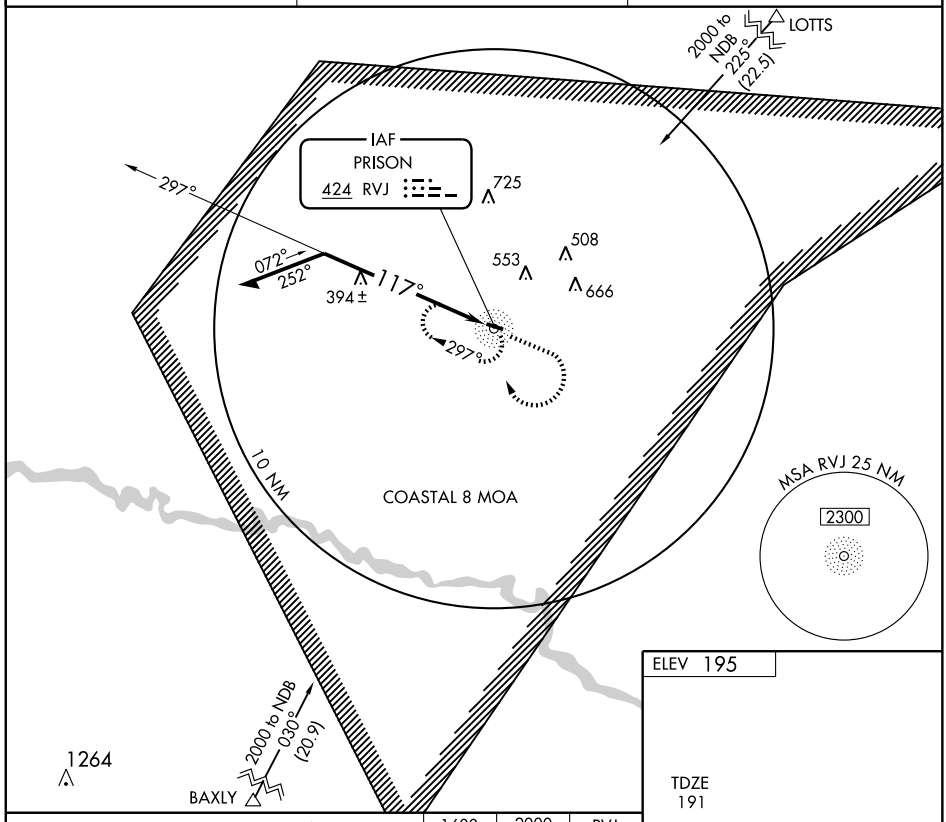
NDB RWY 11

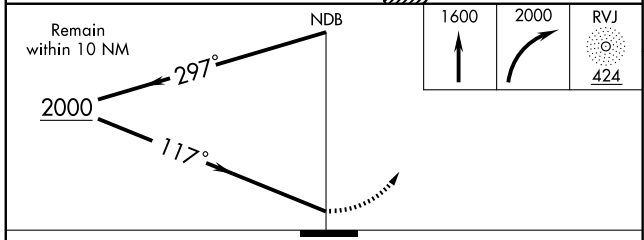
REIDSVILLE/ SWINTON SMITH FIELD AT REIDSVILLE MUNI (RVJ)

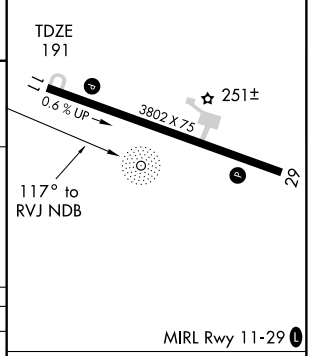
Use Vidalia altimeter setting; when not received, use Alma altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1600 then climbing right turn to 2000 direct RVJ NDB and hold.

VIDALIA AWOS-3	JACKSONVILLE CENTER	CTAF
119.925	132.3 290.4	122.9 L







MIRL Rwy 11-29 L

CATEGORY	A	B	C	D
S-11	800-1	609 (700-1)	800-1¾ 609 (700-1¾)	NA
CIRCLING	800-1	605 (700-1)	800-1¾ 605 (700-1¾)	NA

Knots	60	90	120	150	180
Min:Sec					

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	3802
111°	TDZE	191
	Apt Elev	195

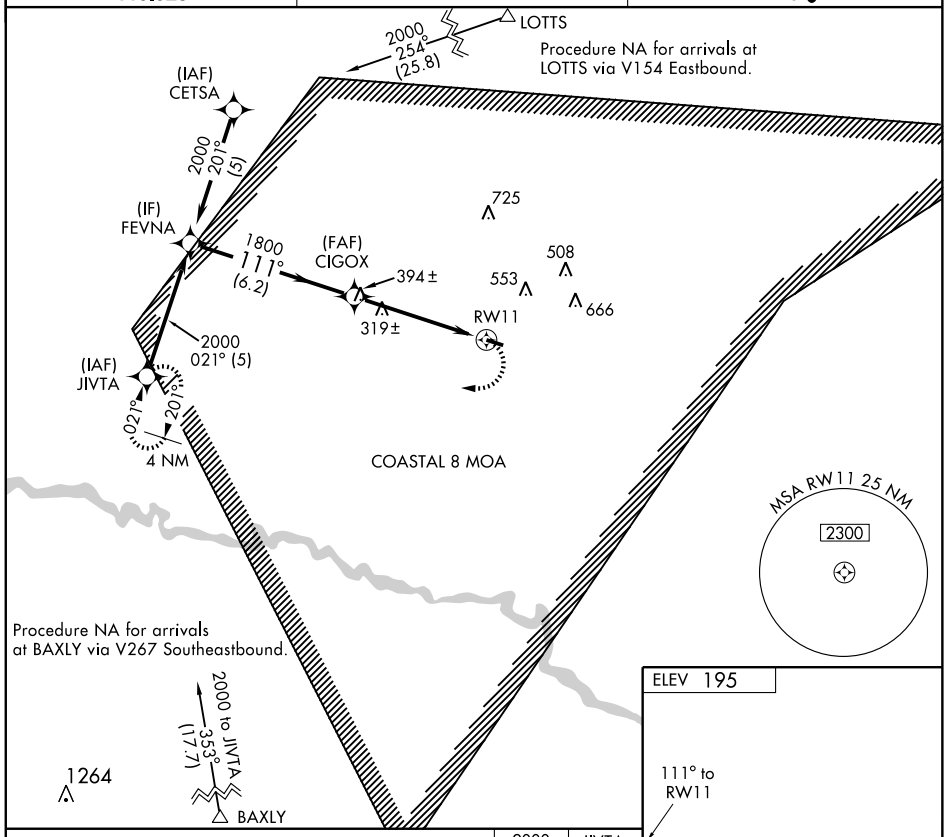
RNAV (GPS) RWY 11

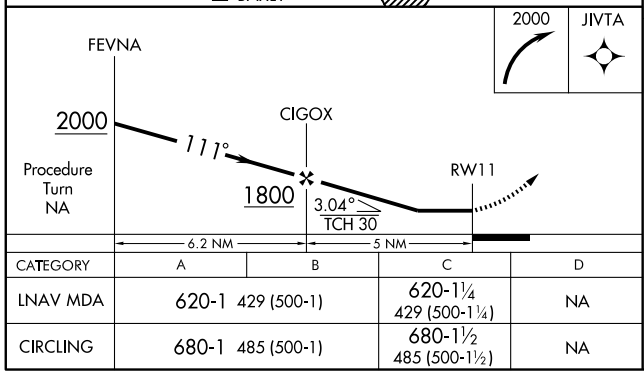
REIDSVILLE/ SWINTON SMITH FIELD AT REIDSVILLE MUNI (RVJ)

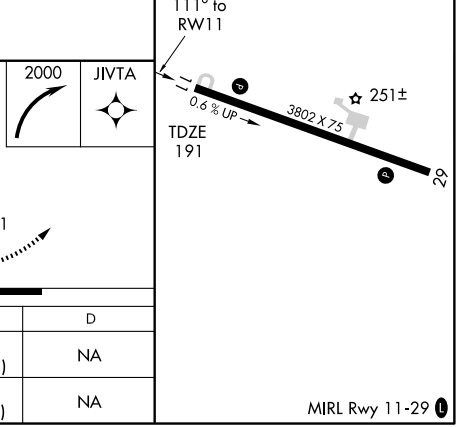
NA — DME/DME RNP-0.3 NA. Use Vidalia altimeter setting; when not received, use Alma altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.

MISSED APPROACH : Climbing right turn to 2000 direct JIVTA and hold.

VIDALIA AWOS-3	JACKSONVILLE CENTER	CTAF
119.925	132.3 290.4	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	620-1 429 (500-1)		620-1¼ 429 (500-1¼)	NA
CIRCLING	680-1 485 (500-1)		680-1½ 485 (500-1½)	NA

MIRL Rwy 11-29 L

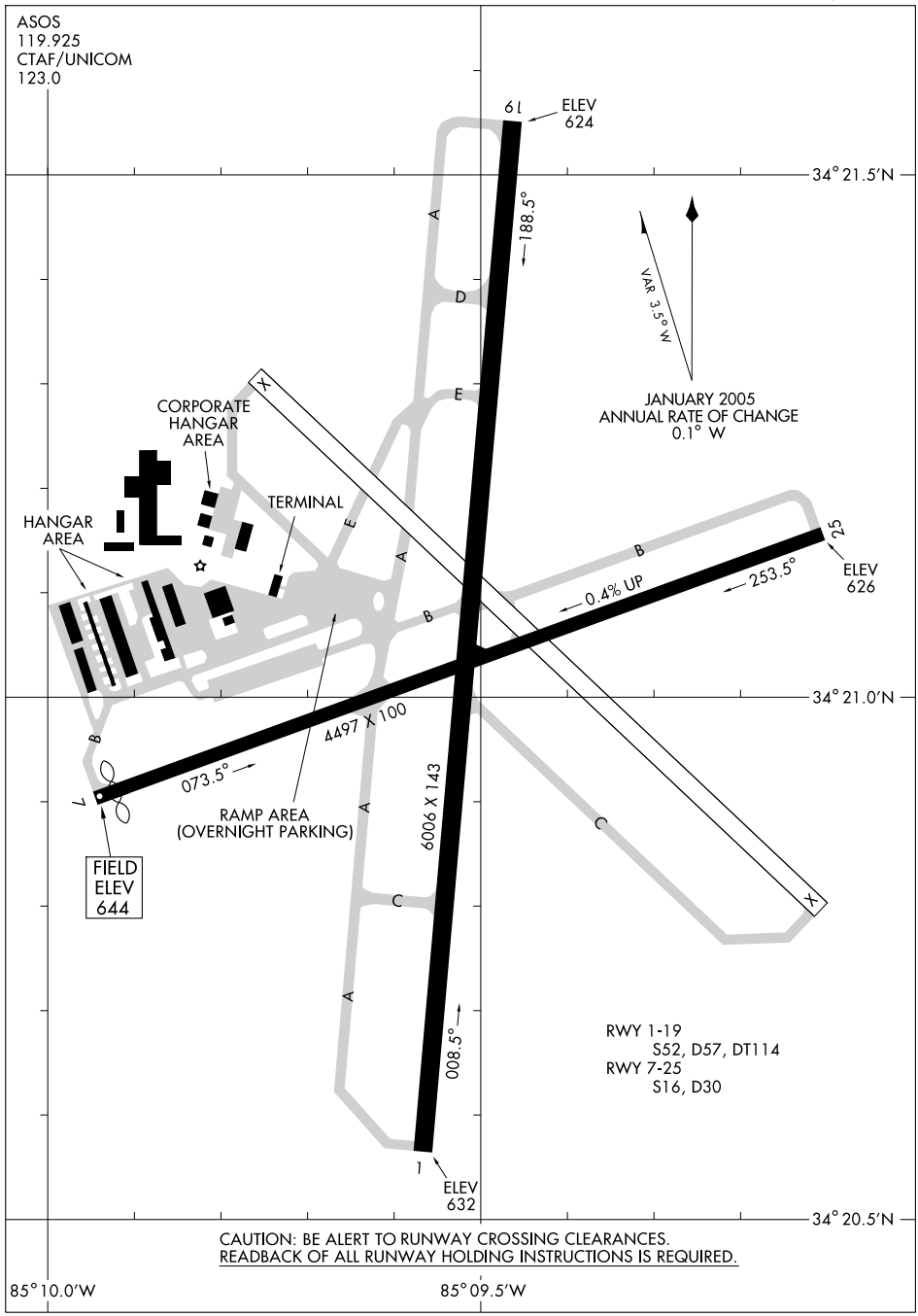
SE-4, 22 OCT 2009 to 19 NOV 2009

09071

AIRPORT DIAGRAM

AL-855 (FAA)

ROME/ RICHARD B. RUSSELL (RMG)
ROME, GEORGIA



SE-4, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-HBQ	APP CRS	Rwy Idg	6006
111.15	007°	TDZE	635
Chan 48 (Y)		Apt Elev	644

ILS/DME RWY 1

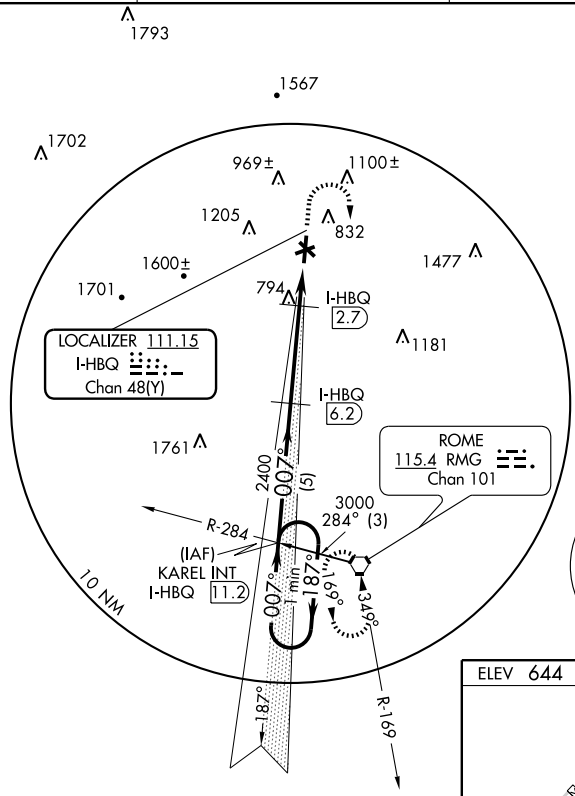
ROME/RICHARD B. RUSSELL (RMG)

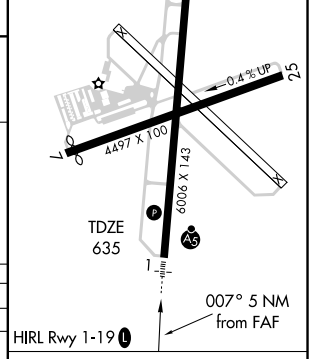
Circling not authorized northwest of Runways 7 and 19.
Circling not authorized west of Runways 1-19 at night.

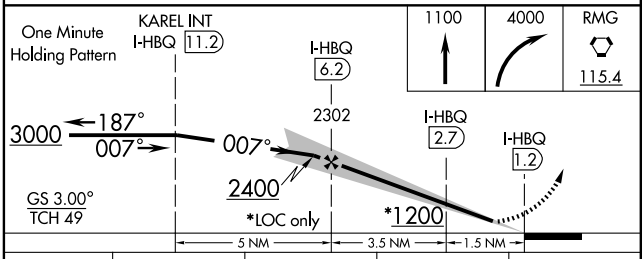
MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct RMG VORTAC and hold.

ASOS	ATLANTA CENTER	UNICOM
119.925	133.8 353.7	123.0 (CTAF) L







1968

CATEGORY	A	B	C	D
S-ILS 1	835-½ 200 (200-½)			
S-LOC 1	1000-½ 365 (400-½)			1000-¾ 365 (400-¾)
CIRCLING	1160-1 516 (600-1)		1160-1½ 516 (600-1½)	1360-2¼ 716 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	6006
007°	TDZE	636
	Apt Elev	644

RNAV (GPS) RWY 1

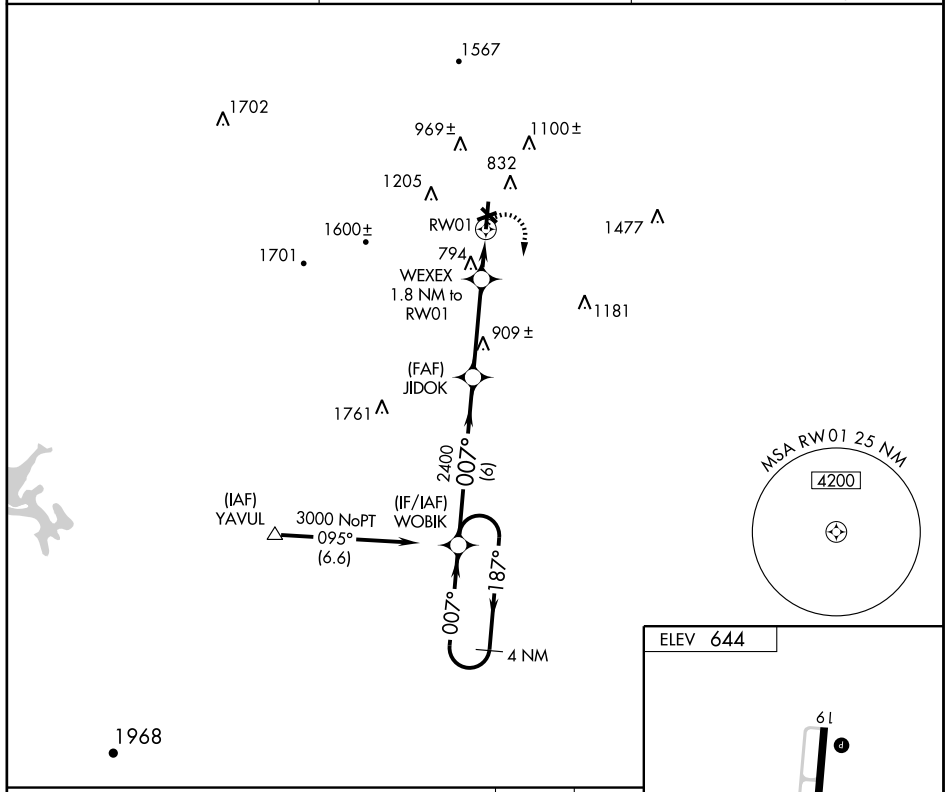
ROME/RICHARD B. RUSSELL (RMG)

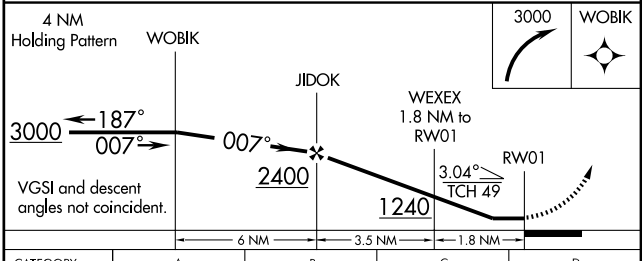
Inoperative table does not apply to LNAV Cat. A and B. Circling NA West of Rwy 1-19 at night. Circling NA Northwest of Rwys 7 and 19. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 80 feet, and increase LNAV Cat. D visibility ¼ mile. For inoperative MALSR, increase LNAV Cat. C visibility ¼ mile.

MALSR

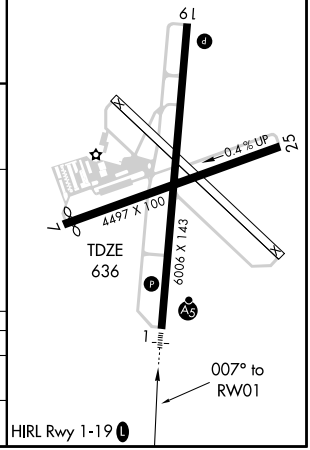
MISSED APPROACH: Climbing right turn to 3000 direct WOBIK and hold.

ASOS	ATLANTA CENTER	UNICOM
119.925	133.8 353.7	123.0 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1100-1 464 (500-1)			
CIRCLING	1160-1 516 (600-1)		1160-1½ 516 (600-1½)	1360-2¼ 716 (800-2¼)



SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS		
057°	Rwy Idg	4382
	TDZE	643
	Apt Elev	644

RNAV (GPS) RWY 7

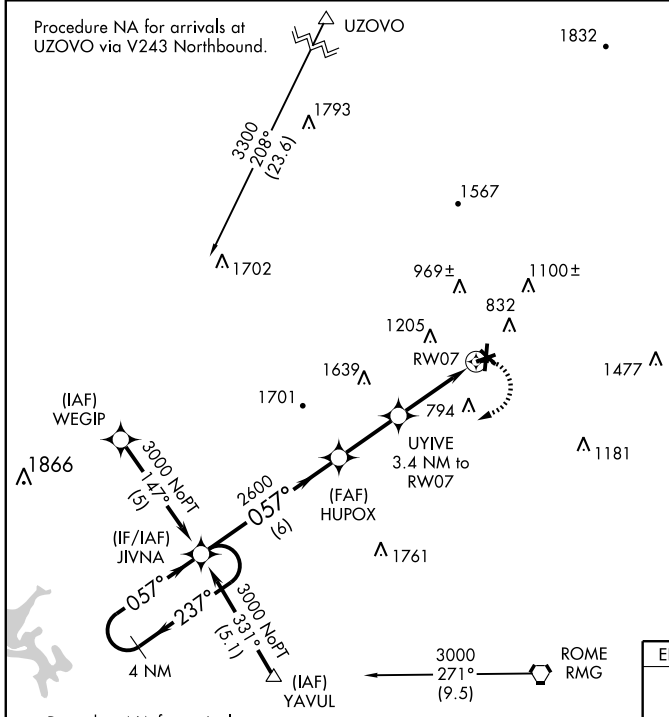
ROME/RICHARD B. RUSSELL (RMG)

Circling NA Northwest of Rwys 7 and 19. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 80 feet and LNAV Cat. D and Circling Cat. D visibility ¼ mile. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 3000 direct JIVNA and hold.

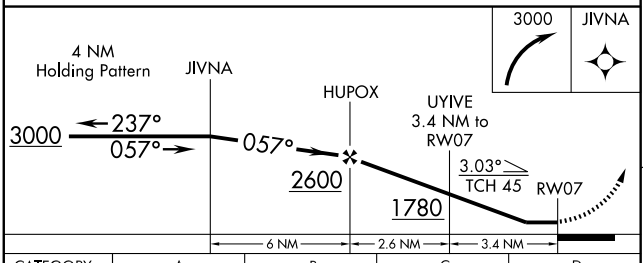
ASOS	ATLANTA CENTER	UNICOM
119.925	133.8 353.7	123.0 (CTAF)

Procedure NA for arrivals at UZOVO via V243 Northbound.



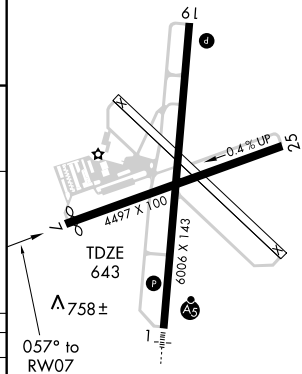
Procedure NA for arrivals at YAVUL via V243 Southbound.

Procedure NA for arrivals at RMG VORTAC via V415-417 Northeast bound.



CATEGORY	A	B	C	D
LNAV MDA	1060-1	417 (500-1)	1060-1¼	417 (500-1¼)
CIRCLING	1160-1	516 (600-1)	1160-1½ 516 (600-1½)	1360-2¼ 716 (800-2¼)

ELEV 644



HIRL Rwy 1-19

WAAS	APP CRS	Rwy Idg	6006
CH 48811	187°	TDZE	634
W19A		Apt Elev	644

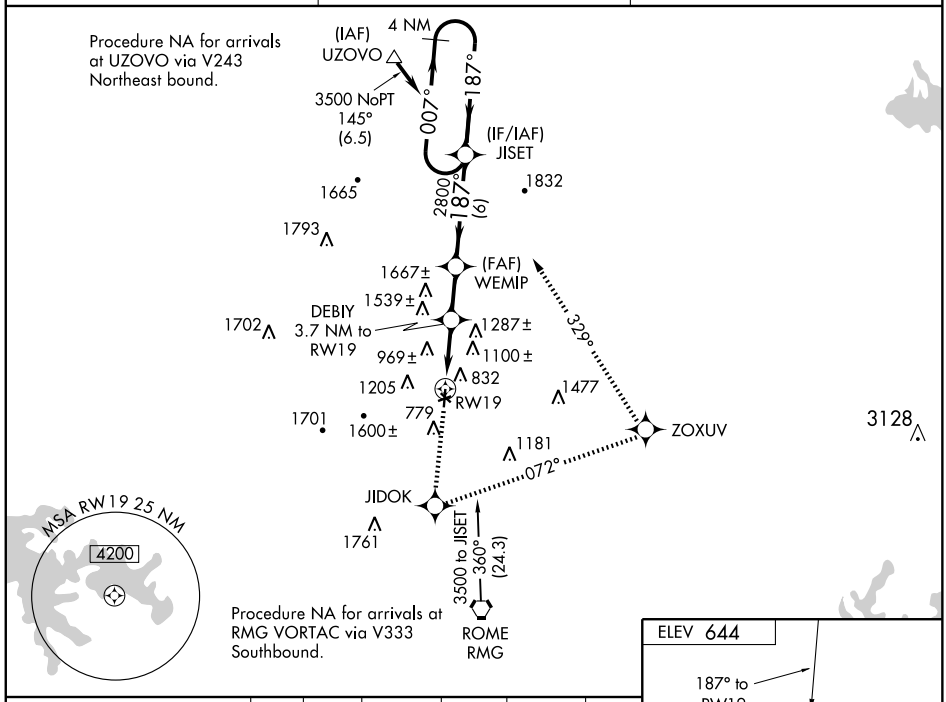
RNAV (GPS) RWY 19

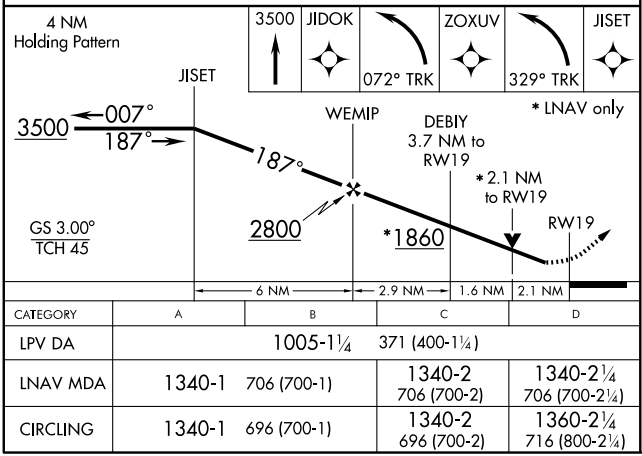
ROME/RICHARD B. RUSSELL (RMG)

Circling NA West of Rwy 1-19 at night. Circling NA Northwest of Rwys 7 and 19. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase LPV DA to 1069 and all MDA 80 feet and LNAV Cats. B, C and D and Circling Cats. B, C and D visibility ¼ mile. VDP NA when using Cartersville altimeter setting.

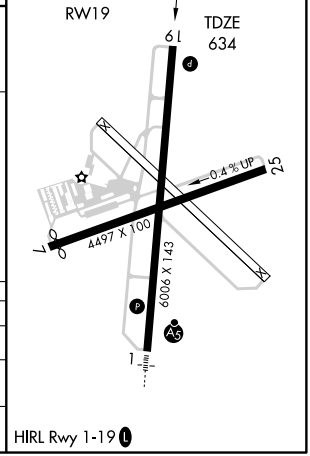
MISSED APPROACH: Climb to 3500 direct JIDOK and left turn via 072° track to ZOXUV and left turn via 329° track to JISET and hold.

ASOS	ATLANTA CENTER	UNICOM
119.925	133.8 353.7	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1005-1¼	371 (400-1¼)		
LNAV MDA	1340-1	706 (700-1)	1340-2 706 (700-2)	1340-2¼ 706 (700-2¼)
CIRCLING	1340-1	696 (700-1)	1340-2 696 (700-2)	1360-2¼ 716 (800-2¼)



SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4497
252°	TDZE	638
	Apt Elev	644

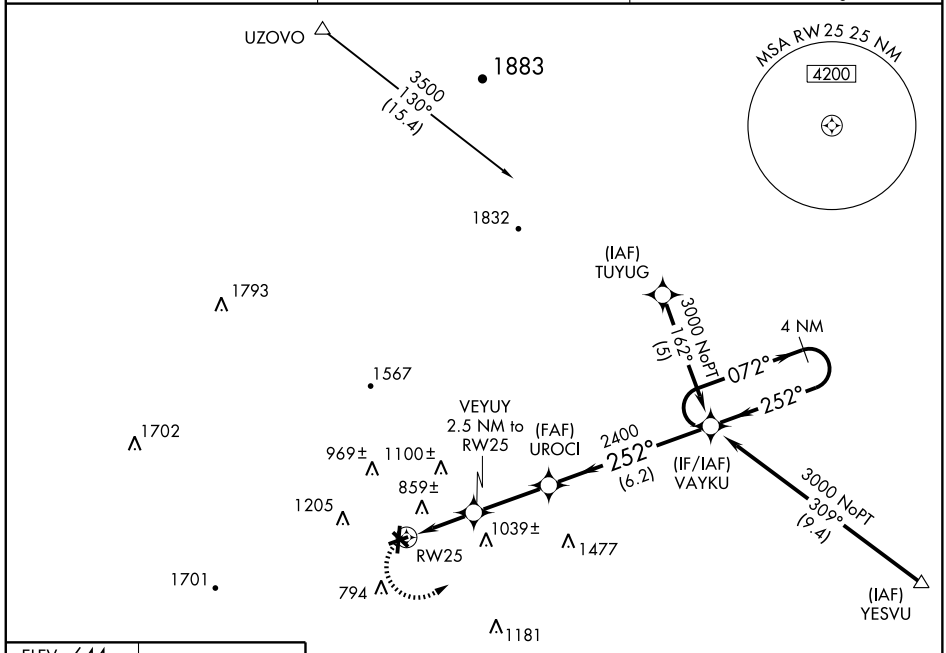
RNAV (GPS) RWY 25

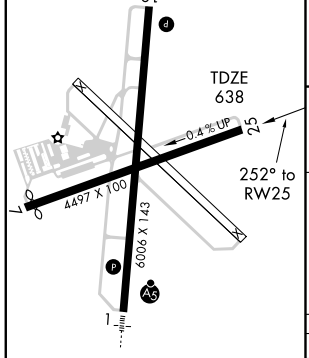
ROME/RICHARD B. RUSSELL (RMG)

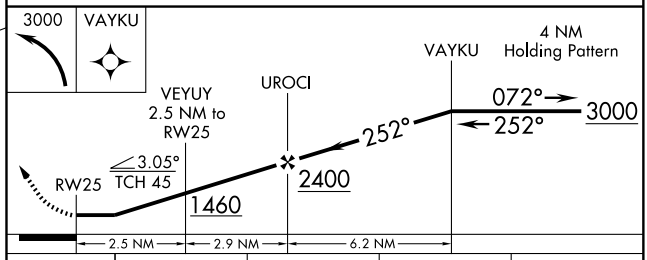
Circling NA Northwest of Rwys 7 and 19. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 80 feet and LNAV Cats. C and D and Circling Cat. D visibility ¼ mile. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 3000 direct VAYKU and hold.

ASOS	ATLANTA CENTER	UNICOM
119.925	133.8 353.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1100-1	462 (500-1)	1100-1¼ 462 (500-1¼)	1100-1½ 462 (500-1½)
CIRCLING	1160-1	516 (600-1)	1160-1½ 516 (600-1½)	1360-2¼ 716 (800-2¼)

HIRL Rwy 1-19 L

SE-4, 22 OCT 2009 to 19 NOV 2009

UZOVO ONE DEPARTURE

ATLANTA CENTER
133.8 353.7
CHATTANOOGA DEP CON
125.1 379.1
ASOS 119.925

TAKEOFF MINIMUMS:

Rwys 7, 25 NA- Air Traffic

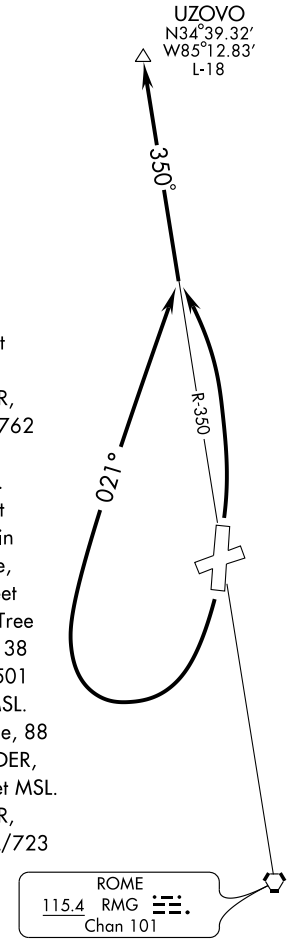
Rwy 1: Standard with minimum climb of 365 feet per NM to 2100.

Rwy 19: Standard with minimum climb of 350 feet per NM to 2200.

TAKEOFF OBSTACLES:

NOTE: Rwy 1: Tree 1557 feet from DER , 490 feet left of centerline, 42 feet AGL/671 feet MSL. Numerous trees beginning 1577 feet from DER, 250 feet left of centerline, up to 93 feet AGL/762 feet MSL. Tree 3650 feet from DER, 423 feet right of centerline, 78 feet AGL/727 feet MSL.

NOTE: Rwy 19: Bush 91 feet from DER, 290 feet right of centerline, 3 feet AGL/642 feet MSL. Terrain 301 feet from DER, 342 feet right of centerline, 646 feet MSL. Tree 556 feet from DER, 602 feet left of centerline, 67 feet AGL/716 feet MSL. Tree 904 feet from DER, 134 feet left of centerline, 38 feet AGL/657 feet MSL. Tree 775 feet from DER, 501 feet left of centerline, 53 feet AGL/672 feet MSL. Tree 3025 from DER, 57 feet right of centerline, 88 feet AGL/717 feet MSL. Tree 2980 feet from DER, 70 feet left of centerline, 86 feet AGL/629 feet MSL. Numerous trees beginning 2867 feet from DER, 569 feet right of centerline, up to 94 feet AGL/723 feet MSL.



NOTE: DME Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1: Climbing left turn to intercept RMG VORTAC R-350 to UZOVO INT, then via assigned route....

TAKEOFF RWY 19: Climbing right turn heading 021° and RMG VORTAC R-350 to UZOVO INT, then via assigned route....

....Maintain 4000, expect filed altitude 10 minutes after departure.

SE-4, 22 OCT 2009 to 19 NOV 2009

VORTAC RMG	APP CRS	Rwy Idg	6006
115.4	349°	TDZE	636
Chan 101		Apt Elev	644

VOR/DME RWY 1

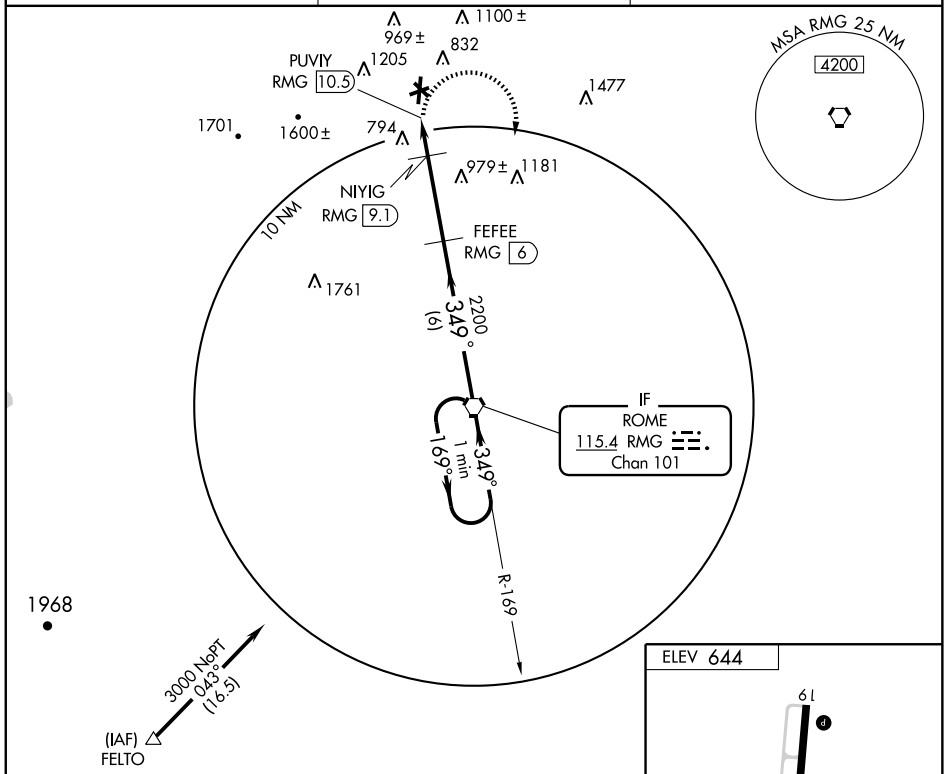
ROME/RICHARD B. RUSSELL (RMG)

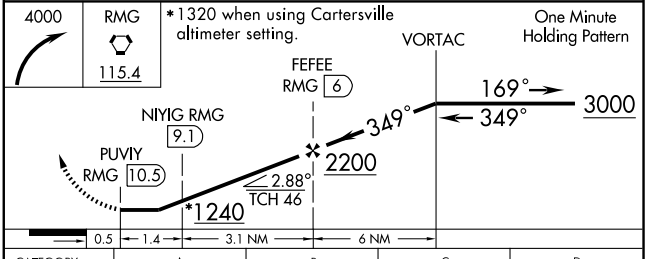
Inoperative table does not apply. Circling NA West of Rwy 1-19 at night. Circling NA Northwest of Rwys 7 and 19. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 80 feet and S-1 Cats. C and D and Circling Cat. D visibility ¼ mile.

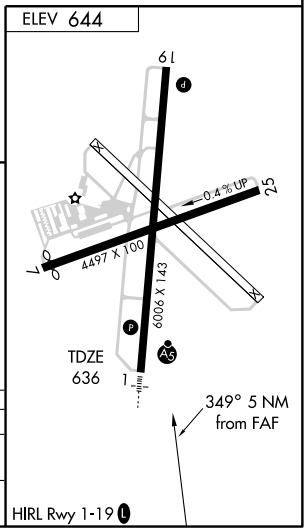
MALSR

MISSED APPROACH: Climbing right turn to 4000 direct RMG VORTAC and hold, continue climb-in-hold to 4000.

ASOS	ATLANTA CENTER	UNICOM
119.925	133.8 353.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-1	1100-1	464 (500-1)	1100-1¼ 464 (500-1¼)	1100-1½ 464 (500-1½)
CIRCLING	1160-1	516 (600-1)	1160-1½ 516 (600-1½)	1360-2¼ 716 (800-2¼)

HIRL Rwy 1-19 L

SE-4, 22 OCT 2009 to 19 NOV 2009

VORTAC RMG	APP CRS	Rwy Idg	6006
115.4	170°	TDZE	634
Chan 101		Apt Elev	644

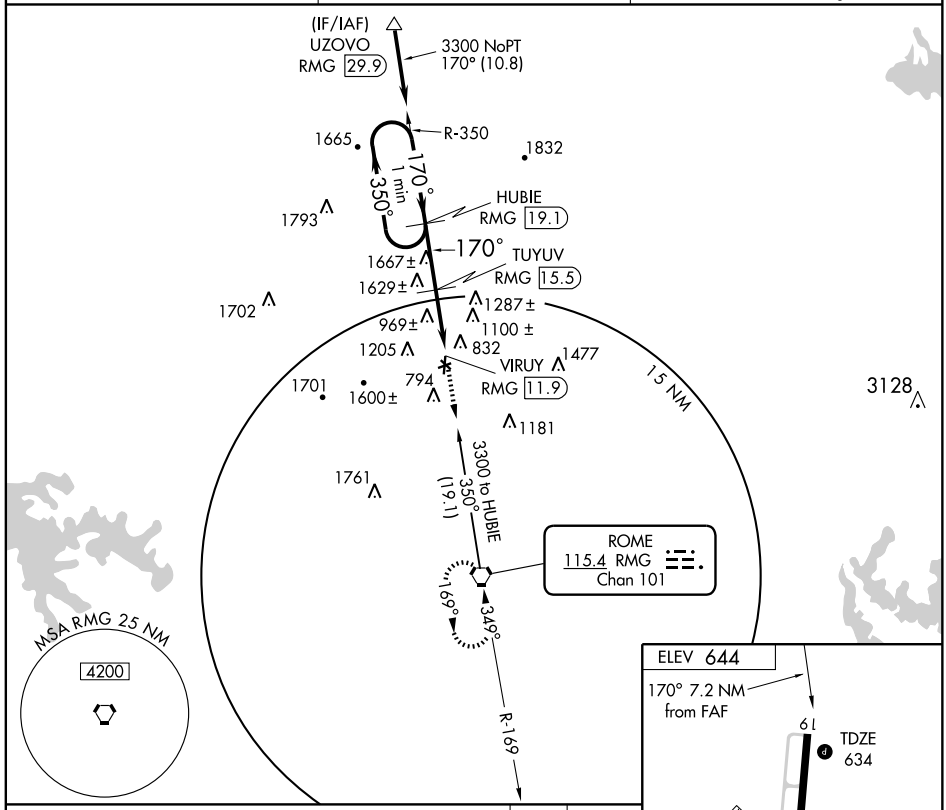
VOR/DME RWY 19

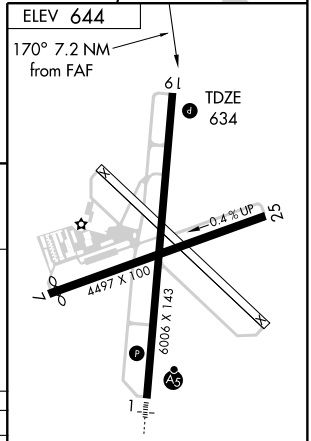
ROME/RICHARD B. RUSSELL (RMG)

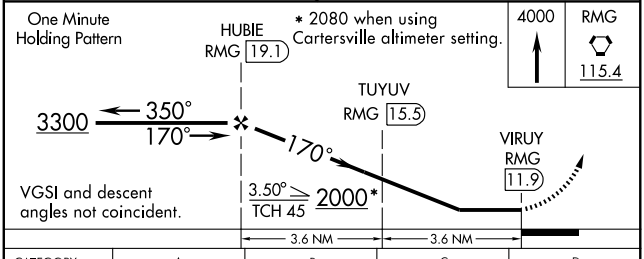
Circling NA West of Rwy 1-19 at night. Circling NA Northwest of Rwys 7 and 19. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 80 feet, and increase S-19 and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct RMG VORTAC and hold, continue climb-in-hold to 4000.

ASOS	ATLANTA CENTER	UNICOM
119.925	133.8 353.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-19	1380-1 746 (800-1)	1380-1¼ 746 (800-1¼)	1380-2¼ 746 (800-2¼)	1380-2½ 746 (800-2½)
CIRCLING	1380-1 736 (800-1)	1380-1¼ 736 (800-1¼)	1380-2¼ 736 (800-2¼)	1380-2½ 736 (800-2½)

HIRL Rwy 1-19 L

SE-4, 22 OCT 2009 to 19 NOV 2009

NDB HIT	APP CRS		
360	125°	Rwy Idg	5015
		TDZE	430
		Apt Elev	438

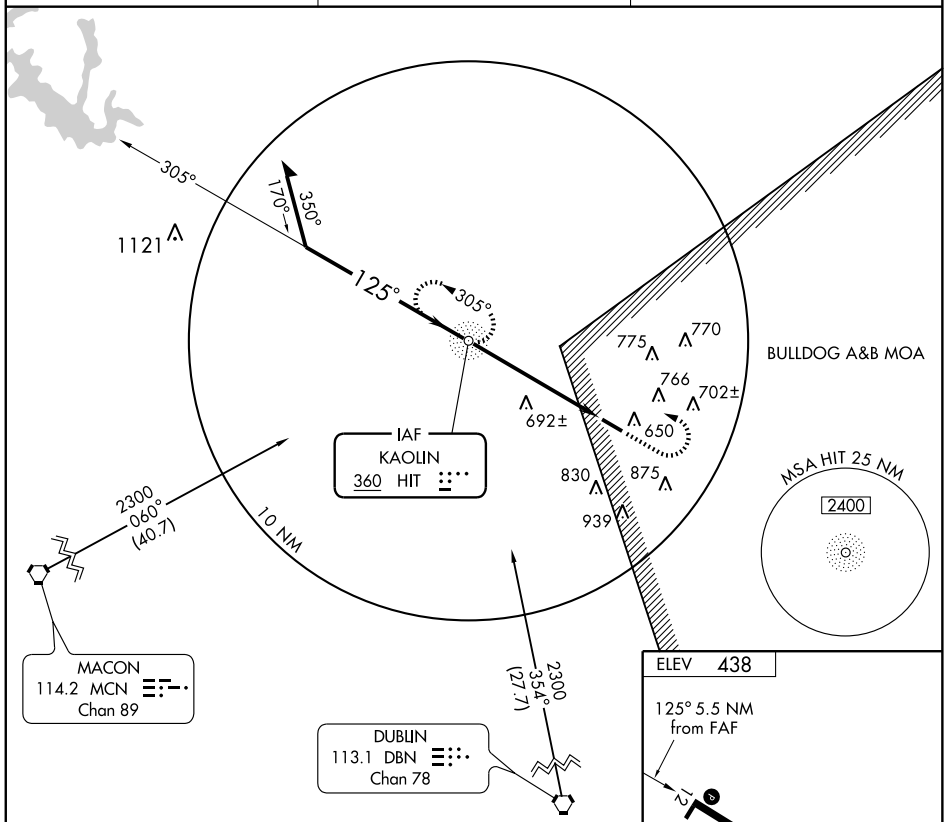
NDB RWY 12

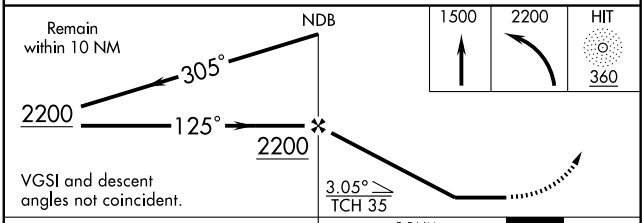
SANDERSVILLE/KAOLIN FIELD (OKZ)

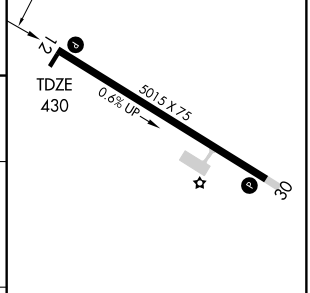
NA When local altimeter setting not received, use Swainsboro altimeter setting and increase all MDAs 100 feet and Cat. C visibilities ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2200 direct HIT NDB and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
120.575	124.2 279.6	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-12	1060-1	630 (700-1)	1060-1¾ 630 (700-1¾)	NA
CIRCLING	1060-1	622 (700-1)	1120-2 682 (700-2)	NA

MIRL Rwy 12-30 L

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5015
125°	TDZE	430
	Apt Elev	438

RNAV (GPS) RWY 12

SANDERSVILLE/ KAOLIN FIELD (OKZ)

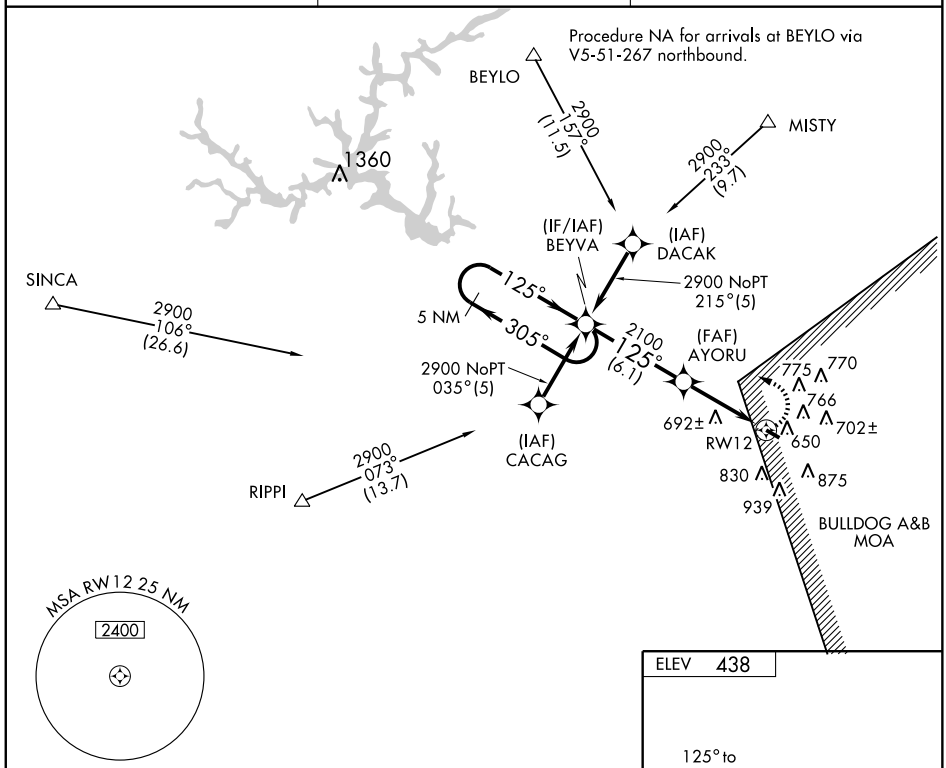
When local altimeter setting not received, use Swainsboro altimeter setting and increase all MDAs 100 feet, and all Cat. C visibilities ¼ mile. VDP NA when using Swainsboro altimeter setting. DME/DME RNP-0.3 NA.

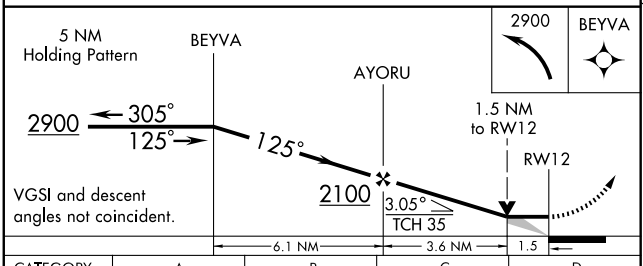
NA

MISSED APPROACH: Climbing left turn to 2900 direct BEYVA and hold.

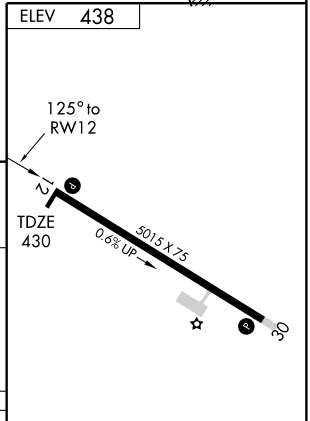
AWOS-3	ATLANTA APP CON ★	UNICOM
120.575	124.2 279.6	123.0 (CTAF) L

Procedure NA for arrivals at BEYLO via V5-51-267 northbound.





CATEGORY	A	B	C	D
LNAV MDA	920-1	490 (500-1)	920-1¼ 490 (500-1¼)	NA
CIRCLING	1000-1	562 (600-1)	1120-2 682 (700-2)	NA



MIRL Rwy 12-30 L

SE-4, 22 OCT 2009 to 19 NOV 2009

SANDERSVILLE, GEORGIA AL-6655 (FAA)

RNAV (GPS) RWY 30

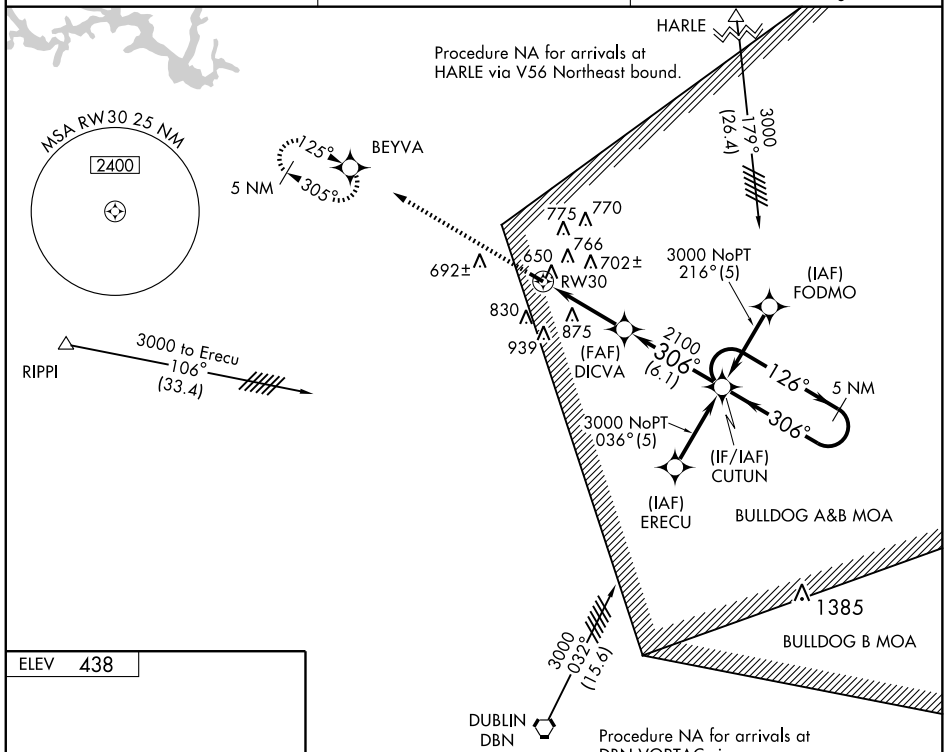
SANDERSVILLE/ KAOLIN FIELD (OKZ)

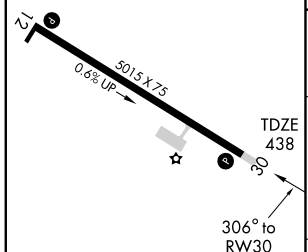
APP CRS	Rwy Idg	5015
306°	TDZE	438
	Apt Elev	438

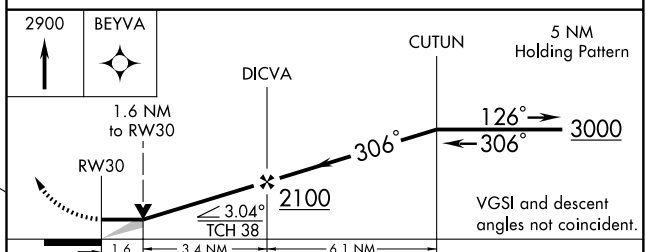
When local altimeter setting not received, use Swainsboro altimeter setting and increase all MDAs 100 feet; increase all Cat. B visibilities to 1¼ and all Cat. C visibilities to 2¼. VDP NA when using Swainsboro altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2900 direct BEYVA and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
120.575	124.2 279.6	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1100-1	662 (700-1)	1100-1¾ 662 (700-1¾)	NA
CIRCLING	1100-1	662 (700-1)	1120-2 682 (700-2)	NA

MIRL Rwy 12-30 L

SE-4, 22 OCT 2009 to 19 NOV 2009

SANDERSVILLE, GEORGIA AL-6655 (FAA)

VORTAC DBN	APP CRS	Rwy Idg	N/A
113.1	004°	TDZE	N/A
Chan 78		Apt Elev	438

VOR/DME-A

SANDERSVILLE/ KAOLIN FIELD (OKZ)

When local altimeter setting not received, use Swainsboro altimeter setting and increase all MDAs 100 feet; increase Cat. C visibility to 2¼.

MISSED APPROACH: Climbing right turn to 2000 via DBN R-004 to TEAVE/DBN 19 DME and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
120.575	124.2 279.6	123.0 (CTAF) L

692±
766
702±
HUGNU
DBN 23.9
650
713
875
FODEP
DBN 22.5
830
939
TEAVE
DBN 19
184°
MSA DBN 25 NM
2400
10 NM
2000
004°
(6)
(IF)
CIMPO
DBN 13
R-004
BULLDOG A&B MOA
2000
DBN 13 Arc
1385
BULLDOG B MOA
2000
004°
(13)
(IAF)
ELAYI
DBN 13
R-286
IAF
DUBLIN
113.1 DBN
Chan 78

ELEV 438

12
5015 X 75
0.6% UP
30
004° 4.9 NM
from FAF
MIRL Rwy 12-30 L

2000
DBN
R-004
113.1

TEAVE
DBN
19

*1340 when using Swainsboro altimeter setting.

TEAVE
DBN 19
CIMPO
DBN 13
FODEP
DBN 22.5
HUGNU
DBN 23.9
004°
2000
2000
1240*
Procedure
Turn
NA
1.4
3.5 NM
6 NM

CATEGORY	A	B	C	D
CIRCLING	1000-1 562 (600-1)	1000-1¼ 562 (600-1¼)	1120-2 682 (700-2)	NA

Knots	60	90	120	150	180
Min:Sec					

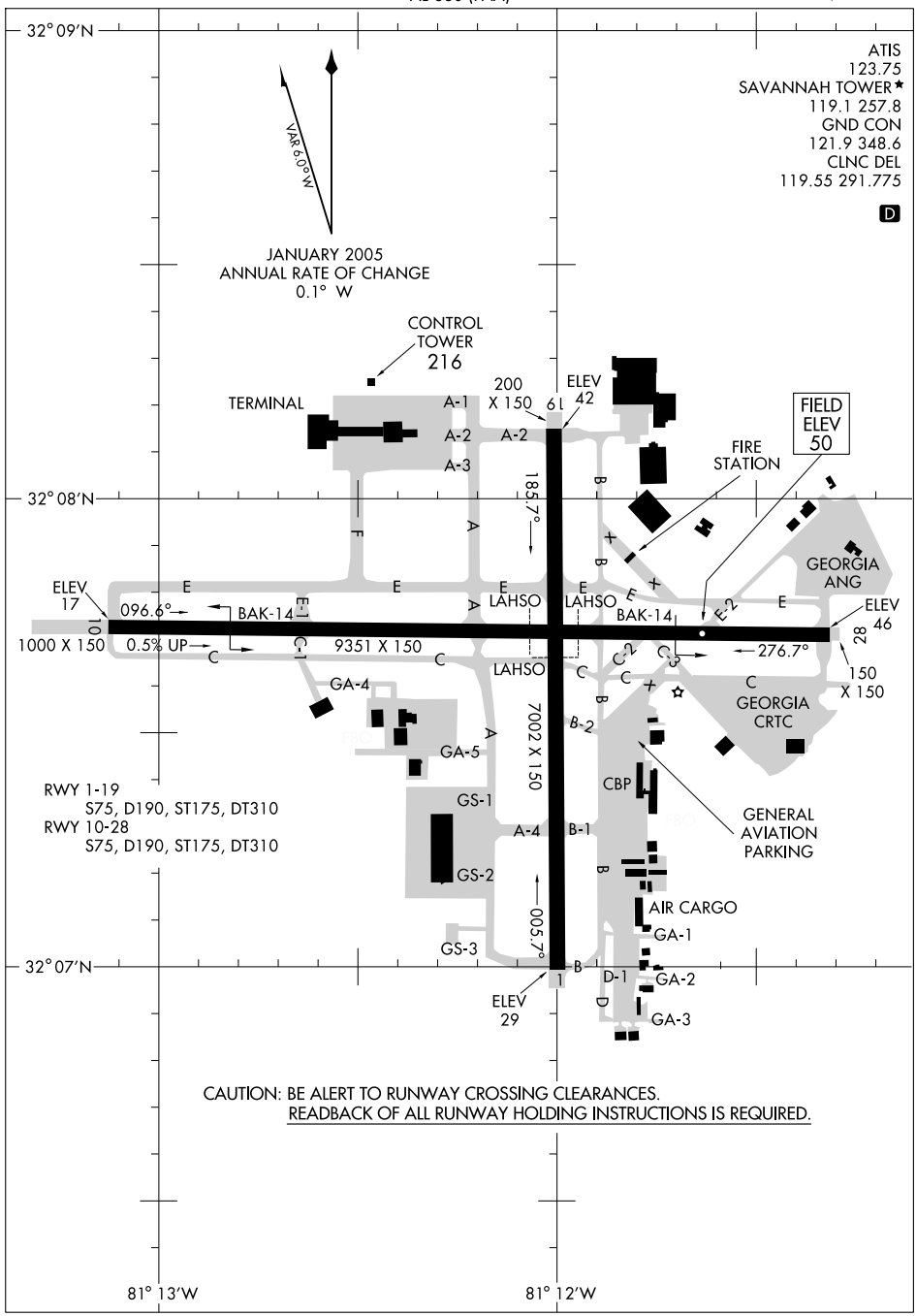
SE-4, 22 OCT 2009 to 19 NOV 2009

09183

AIRPORT DIAGRAM

AL-380 (FAA)

SAVANNAH/HILTON HEAD INTL (SAV)
SAVANNAH, GEORGIA



SE-4, 22 OCT 2009 to 19 NOV 2009

HI-ILS or LOC RWY 10

LOC I-SAV	APCH CRS	Rwy ldg	9351
109.9	097°	TDZE	30
		Arpt Elev	50

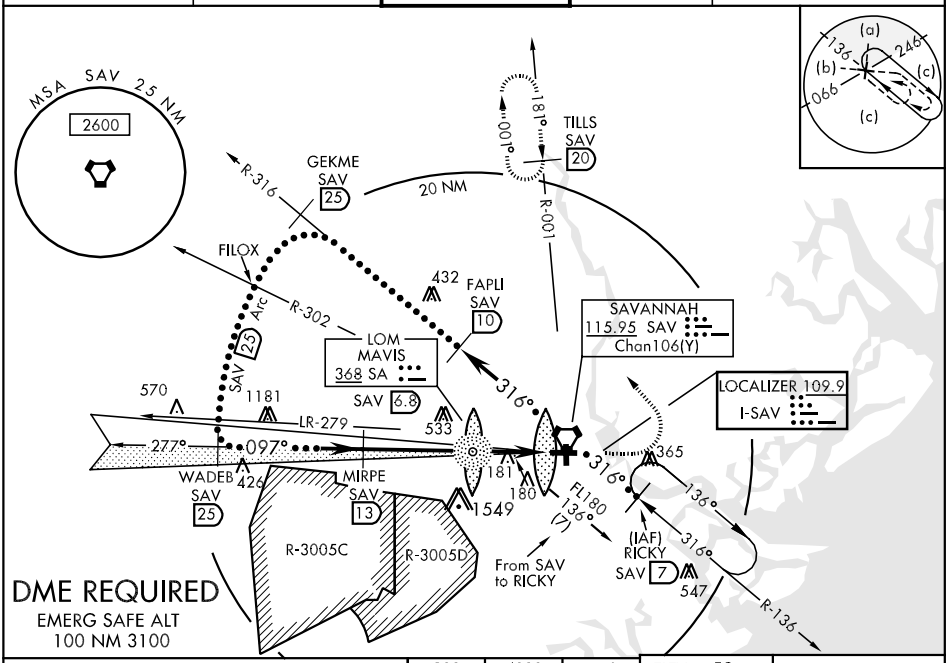
JAL-380 [USAF] SAVANNAH/HILTON HEAD INTL (KSAV)

Procedure NA when Control Tower closed.
* When ALS inop, increase CAT CDE to ¾ mile.
** When ALS inop, increase CAT CD vis to 1¼ miles and CAT E vis to 1½ miles.

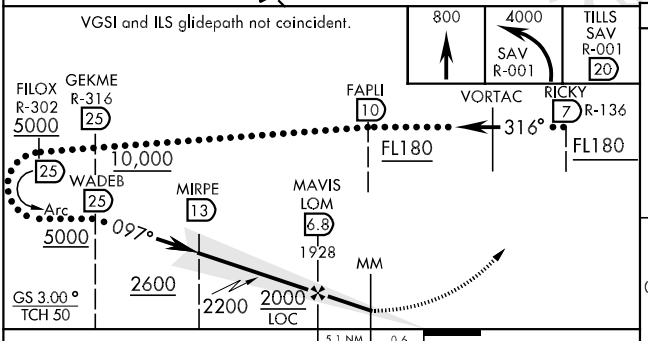
MALSR

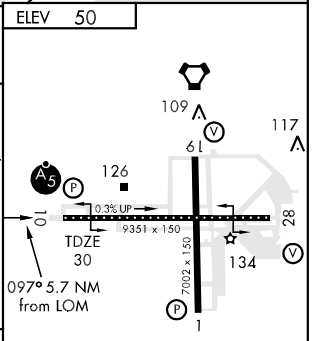
MISSED APPROACH: Climb to 800, then climbing left turn to 4000 via heading 330° and SAV VORTAC R-001 to TILLS/SAV 20 DME and hold.

ATIS *	SAVANNAH APP CON	SAVANNAH TOWER *	GND CON	CLNC DEL
123.75	125.3 353.775	119.1 (CTAF) L 257.8	121.9 348.6	119.55 291.775



VGSI and ILS glidepath not coincident.





CATEGORY	C	D	E
S-ILS 10 *	230/24 200 (200-½)		
S-LOC 10 **	440/40 410 (500-¾)		440/50 410 (500-1)
CIRCLING	520-1½ 470 (500-1½)	700-2 650 (700-2)	900-3 850 (900-3)

REIL Rwys 1 and 28 L
HIRL all Rwy L

FAF to MAP 5.7 NM

Knots	120	140	160	180	200
Min:Sec	2:51	2:27	2:08	1:54	1:43

LOC I-TPV	APP CRS	Rwy Idg	7002
111.9	006°	TDZE	39
		Apt Elev	50

ILS or LOC RWY 1

SAVANNAH/ HILTON HEAD INTL (SAV)

When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all DA 65 feet and all MDA 80 feet and S-ILS 1 all Cats, S-LOC 1 Cat D, and Circling Cat D visibilities ¼ mile.

MISSED APPROACH: Climb to 1000 then climb to 4000 via SAV VORTAC R-001 to TILLS INT/SAV 20 DME and hold.

ATIS	SAVANNAH APP CON★	SAVANNAH TOWER★	GND CON	CLNC DEL	UNICOM
123.75	120.4 353.775	119.1 (CTAF) L 257.8	121.9 348.6	119.55 291.775	122.95

ALTERNATE MISSED APCH FIX
277°
097°
MAVIS
368 SA

DME or RADAR REQUIRED

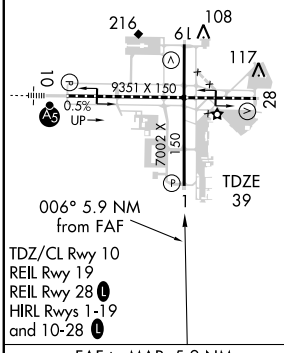
SAVANNAH
115.95 SAV
Chan 106 (Y)

LOCALIZER 111.9
I-TPV

MAVIS
368 SA

181°
100°
113.5 CHS
Chan 82
TILLS
SAV 20
R-253
SAV R-001
MSA SAV 25 NM
2600
(IAF)
CINBA
SAV 14
R-060
15 NM
193
193±
331
386±
160±
386±
202
386±
180±
238
398
190±
HUNTER
111.6 SVN
Chan 53
532
1549
150
1549
DANNA
OM
R-3005C
R-279
R-3005D
MIZLU INT
SAV 7.7
16.3
2000
006°
SAV
LR-177
SAV 14 Arc
2000
(IF)
TERBE
SAV 14
SAV R-186
I-TPV 186°

ELEV 50 D



006° 5.9 NM from FAF

TDZ/CL Rwy 10
REIL Rwy 19
REIL Rwy 28 L
HIRL Rwys 1-19 and 10-28 L

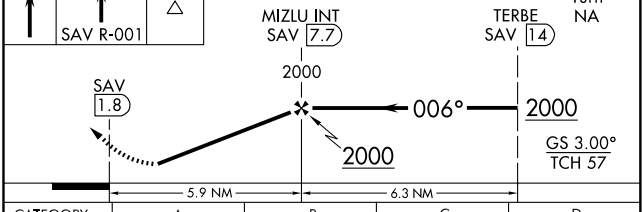
FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

1000	4000	TILLS
	SAV R-001	△

VGSI and ILS glidepath not coincident.

Procedure Turn NA



CATEGORY	A	B	C	D
S-ILS 1	239/40	200 (200-¾)		
S-LOC-1	440/50	401 (400-1)	440/60	401 (400-1¼)
CIRCLING	520-1	470 (500-1)	520-1½ 470 (500-1½)	700-2 650 (700-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

LOC I-SAV	APP CRS	Rwy Idg	9201
109.9	097°	TDZE	30
		Apt Elev	50

ILS or LOC RWY 10

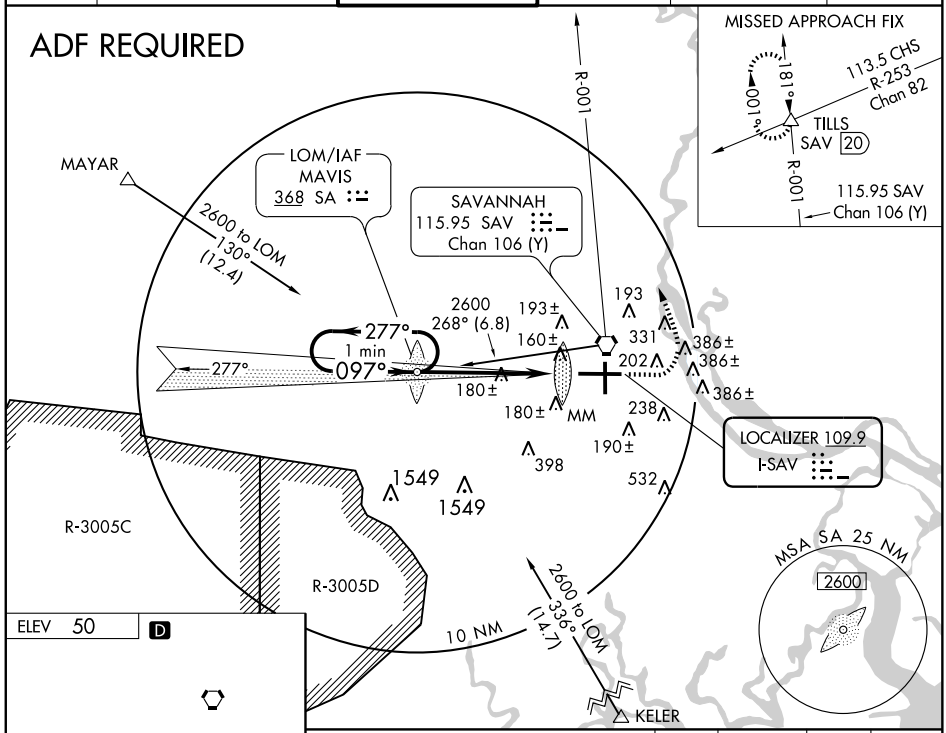
SAVANNAH/ HILTON HEAD INTL (SAV)

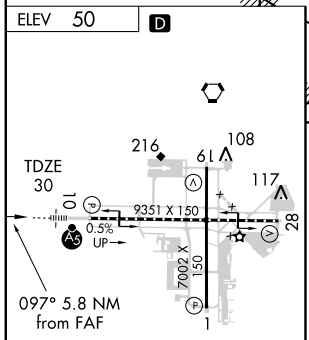
ADF REQUIRED. When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all DA 65 feet and all MDA 80 feet and S-ILS 10 all Cats visibility to RVR 2400 and S-LOC 10 Cat D and Circling Cat D visibilities ¼ mile. For inoperative MALSR when using Hilton Head Island altimeter setting, increase S-ILS 10 all Cats visibility to RVR 5000.

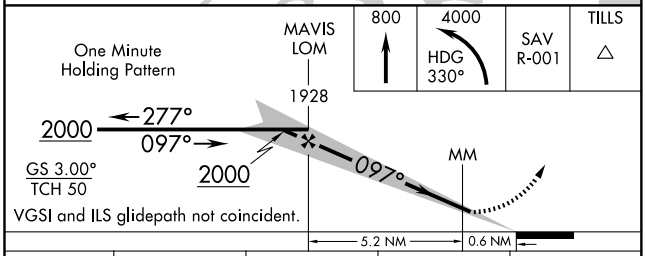
MALSR

MISSED APPROACH: Climb to 800, then climbing left turn to 4000 via heading 330° and SAV VORTAC R-001 to TILLS INT/SAV 20 DME and hold.

ATIS	SAVANNAH APP CON★	SAVANNAH TOWER★	GND CON	CLNC DEL	UNICOM
123.75	125.3 371.875	119.1(CTAF) L 257.8	121.9 348.6	119.55 291.775	122.95







TDZ/CL Rwy 10
REIL Rwy 19
REIL Rwy 28 L
HIRL Rwys 1-19 and 10-28 L

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

CATEGORY	A	B	C	D
S-ILS 10	230/18 200 (200-½)			
S-LOC 10	440/24 410 (400-½)		440/40 410 (400-¾)	
CIRCLING	520-1 470 (500-1)		520-1½ 470 (500-1½)	700-2 650 (700-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS CH 45515 W01A	APP CRS 006°	Rwy Idg 7002 / TDZE 39 / Apt Elev 50

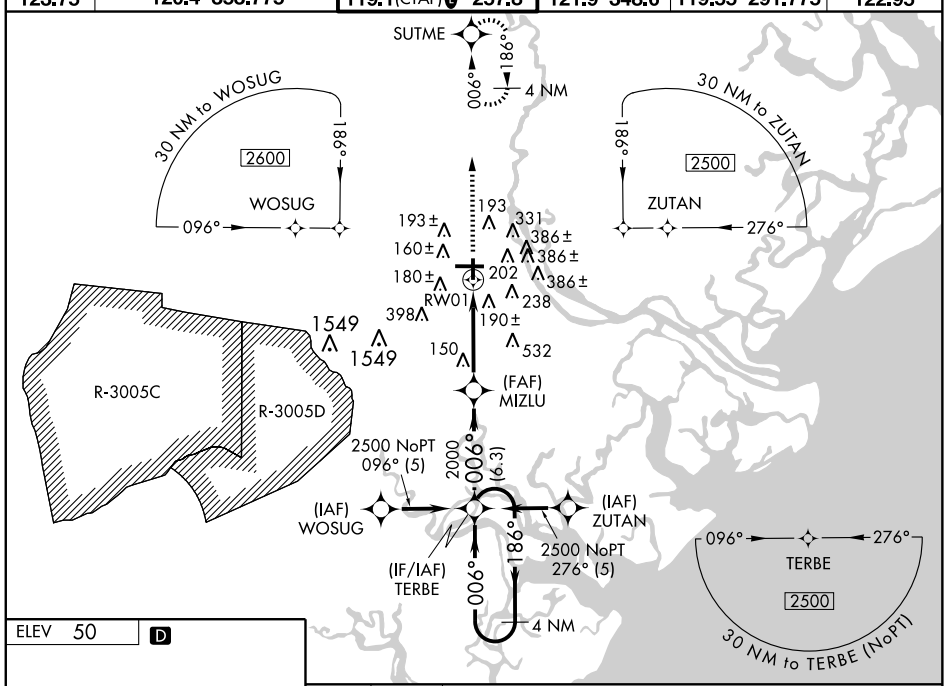
RNAV (GPS) RWY 1

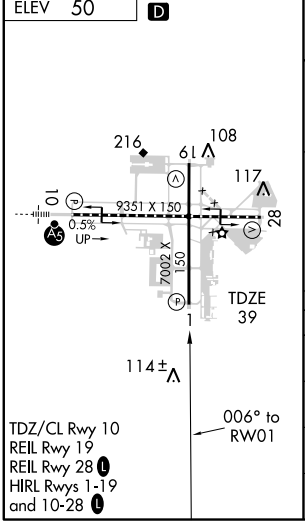
SAVANNAH/ HILTON HEAD INTL (SAV)

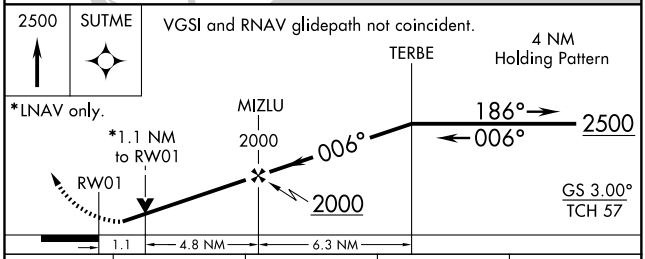
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all LPV DA 65 feet, LNAV/VNAV DA 126 feet, all MDA 80 feet and LPV all Cats, LNAV Cats C/D and Circling Cat D visibilities ¼ mile and LNAV/VNAV all Cats visibility ½ mile. VDP and Baro-VNAV NA when using Hilton Head Island altimeter setting.

MISSED APPROACH: Climb to 2500 direct SUTME and hold.

ATIS	SAVANNAH APP CON★	SAVANNAH TOWER★	GND CON	CLNC DEL	UNICOM
123.75	120.4 353.775	119.1 (CTAF) L 257.8	121.9 348.6	119.55 291.775	122.95







CATEGORY	A	B	C	D
LPV DA	239/40 200 (200-¾)			
LNAV/VNAV DA	384/60 345 (400-1¼)			
LNAV MDA	460/50 421 (500-1)		460/60 421 (500-1¼)	
CIRCLING	520-1 470 (500-1)		520-1½ 470 (500-1½)	700-2 650 (700-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS CH 90114 W10A	APP CRS 097°	Rwy Idg 9201 TDZE 30 Apt Elev 50

RNAV (GPS) RWY 10

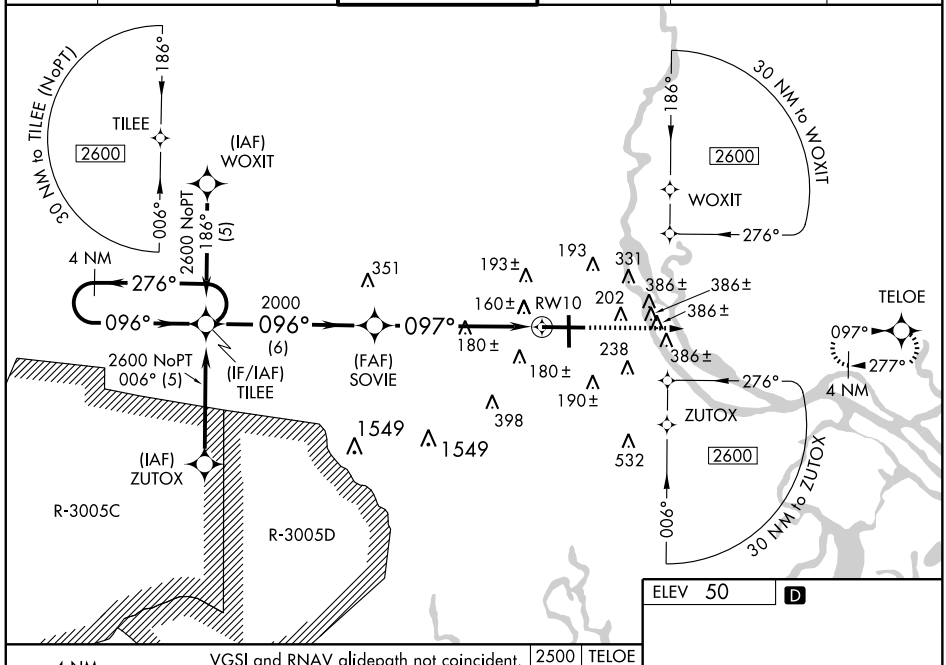
SAVANNAH/ HILTON HEAD INTL (SAV)

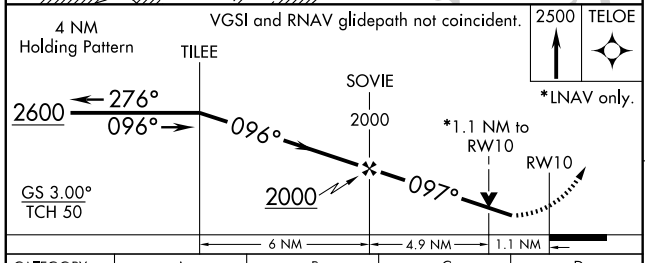
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all DA 65 feet and all MDA 80 feet and LNAV/VNAV all Cats and Circling Cat D visibilities ¼ mile. For inoperative MALSR when using Hilton Head Island altimeter setting, increase LPV all Cats visibility to RVR 5000. VDP and Baro-VNAV NA when using Hilton Head Island altimeter setting.

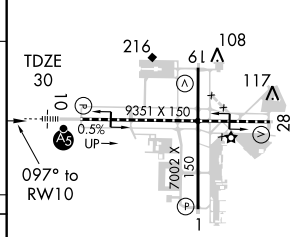
MALSR

MISSED APPROACH: Climb to 2500 direct TELOE and hold.

ATIS	SAVANNAH APP CON★	SAVANNAH TOWER★	GND CON	CLNC DEL	UNICOM
123.75	125.3 371.875	119.1 (CTAF) L 257.8	121.9 348.6	119.55 291.775	122.95







CATEGORY	A	B	C	D
LPV DA	230/24 200 (200-½)			
LNAV/ VNAV DA	504/60 474 (500-1¼)			
LNAV MDA	440/24 410 (400-½)		440/40 410 (400-¾)	440/50 410 (400-1)
CIRCLING	520-1 470 (500-1)		520-1½ 470 (500-1½)	700-2 650 (700-2)

TDZ/CL Rwy 10
REIL Rwy 19
REIL Rwy 28 L
HIRL Rwys 1-19 and 10-28 L

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS CH 97314 W19A	APP CRS 186°	Rwy Idg 7002 TDZE 47 Apt Elev 50

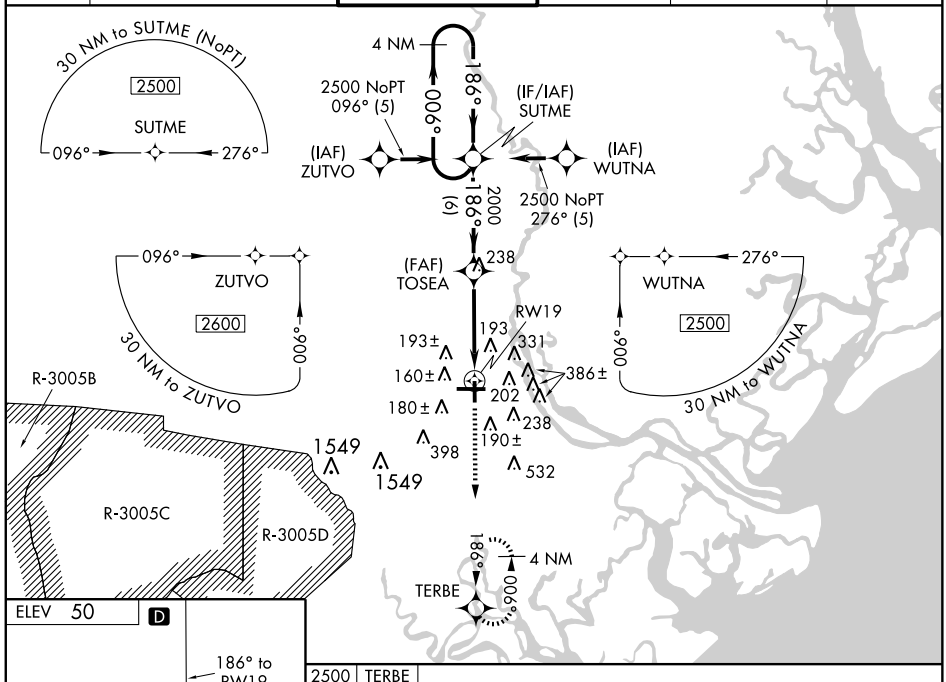
RNAV (GPS) RWY 19

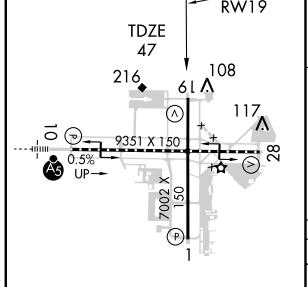
SAVANNAH/ HILTON HEAD INTL (SAV)

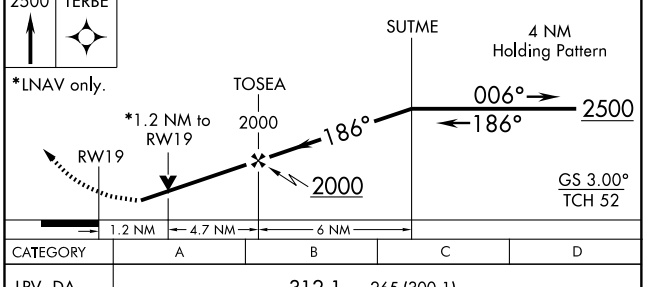
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all DA 65 feet and all MDA 80 feet and LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cat D visibilities ¼ mile. VDP and Baro-VNAV NA when using Hilton Head Island altimeter setting.

MISSED APPROACH: Climb to 2500 direct TERBE and hold.

ATIS	SAVANNAH APP CON★	SAVANNAH TOWER★	GND CON	CLNC DEL	UNICOM
123.75	125.3 371.875	119.1 (CTAF) L 257.8	121.9 348.6	119.55 291.775	122.95







CATEGORY	A	B	C	D
LPV DA	312-1 265 (300-1)			
LNAV/VNAV DA	466-1½ 419 (500-1½)			
LNAV MDA	480-1 433 (500-1)		480-1¼ 433 (500-1¼)	480-1½ 433 (500-1½)
CIRCLING	520-1 470 (500-1)		520-1½ 470 (500-1½)	700-2 650 (700-2)

TDZ/CL Rwy 10
REIL Rwy 19
REIL Rwy 28 L
HIRL Rwys 1-19 and 10-28 L

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	9351
CH 40015	277°	TDZE	50
W28A		Apt Elev	50

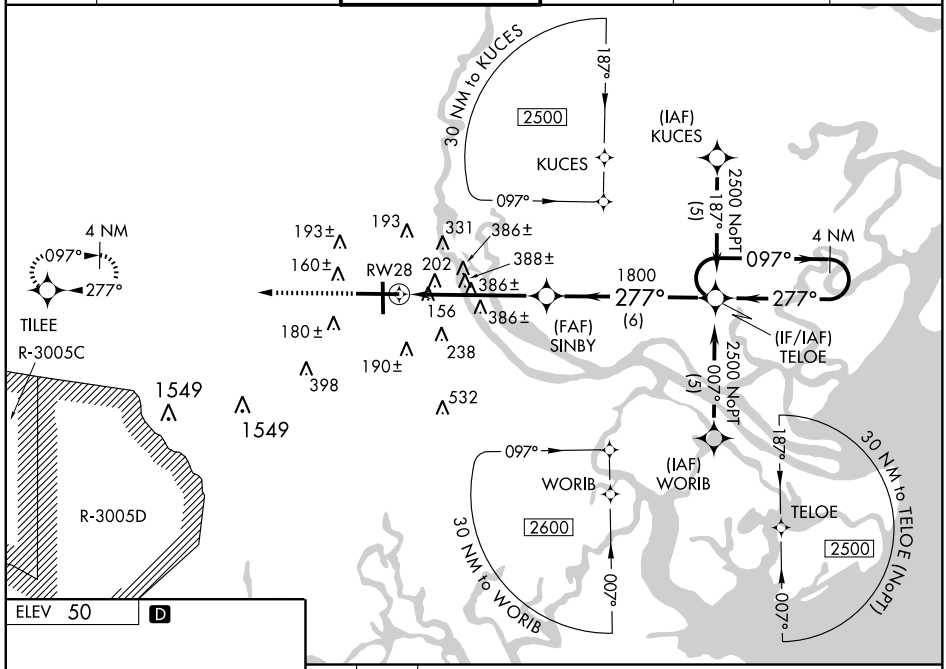
RNAV (GPS) Z RWY 28

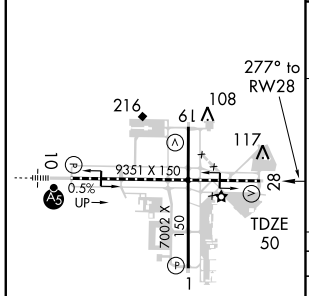
SAVANNAH/ HILTON HEAD INTL (SAV)

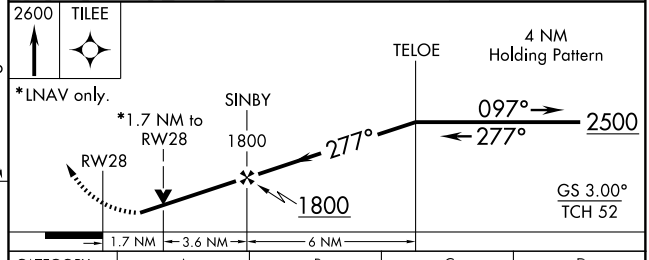
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all DA 65 feet and all MDA 80 feet and LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cats C/D visibilities ¼ mile. VDP and Baro-VNAV NA when using Hilton Head Island altimeter setting.

MISSED APPROACH: Climb to 2600 direct TILEE and hold.

ATIS	SAVANNAH APP CON★	SAVANNAH TOWER★	GND CON	CLNC DEL	UNICOM
123.75	125.3 371.875	119.1 (CTAF) L 257.8	121.9 348.6	119.55 291.775	122.95







CATEGORY	A	B	C	D
LPV DA	307-1 257 (300-1)			
LNAV/ VNAV DA	431-1¼ 381 (400-1¼)			
LNAV MDA	640-1 590 (600-1)		640-1½ 590 (600-1½)	640-1¾ 590 (600-1¾)
CIRCLING	640-1 590 (600-1)		640-1½ 590 (600-1½)	700-2 650 (700-2)

TDZ/CL Rwy 10
REIL Rwy 19
REIL Rwy 28 L
HIRL Rwys 1-19 and 10-28 L

SE-4, 22 OCT 2009 to 19 NOV 2009

VORTAC SAV	APP CRS	Rwy Idg	N/A
115.95	024°	TDZE	N/A
Chan 106 (Y)		Apt Elev	50

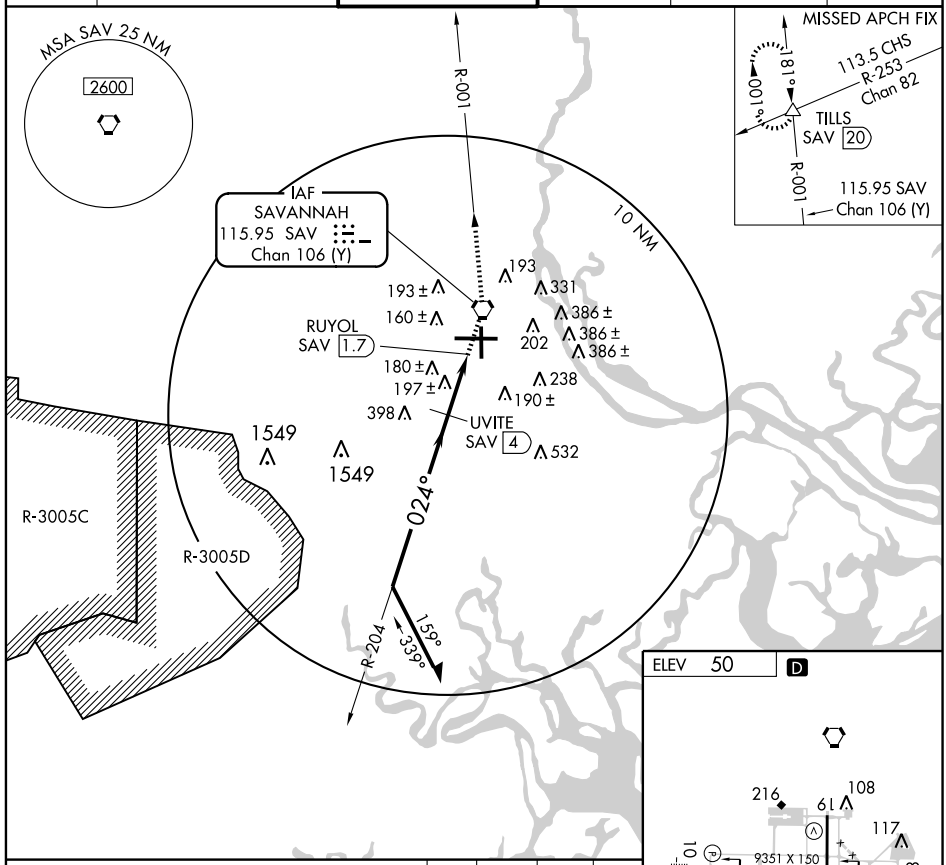
VOR/DME-A

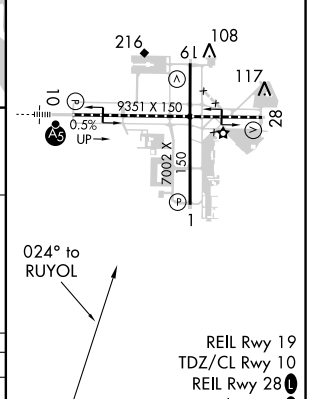
SAVANNAH/ HILTON HEAD INTL (SAV)

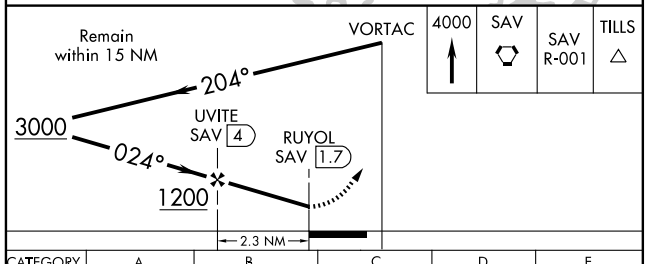
When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all MDA 80 feet and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct SAV VORTAC and SAV R-001 to TILLS INT/SAV 20 DME and hold.

ATIS	SAVANNAH APP CON ★	SAVANNAH TOWER ★	GND CON	CLNC DEL	UNICOM
123.75	120.4 353.775	119.1 (CTAF) L 257.8	121.9 348.6	119.55 291.775	122.95







CATEGORY	A	B	C	D	E
CIRCLING	520-1	470 (500-1)	520-1½ 470 (500-1½)	700-2 650 (700-2)	900-3 850 (900-3)

REIL Rwy 19
TDZ/CL Rwy 10
REIL Rwy 28 L
HIRL Rwys 1-19 and 10-28 L

SE-4, 22 OCT 2009 to 19 NOV 2009

VORTAC SAV	APP CRS	Rwy Idg	7002
115.95	006°	TDZE	39
Chan 106 (Y)		Apt Elev	50

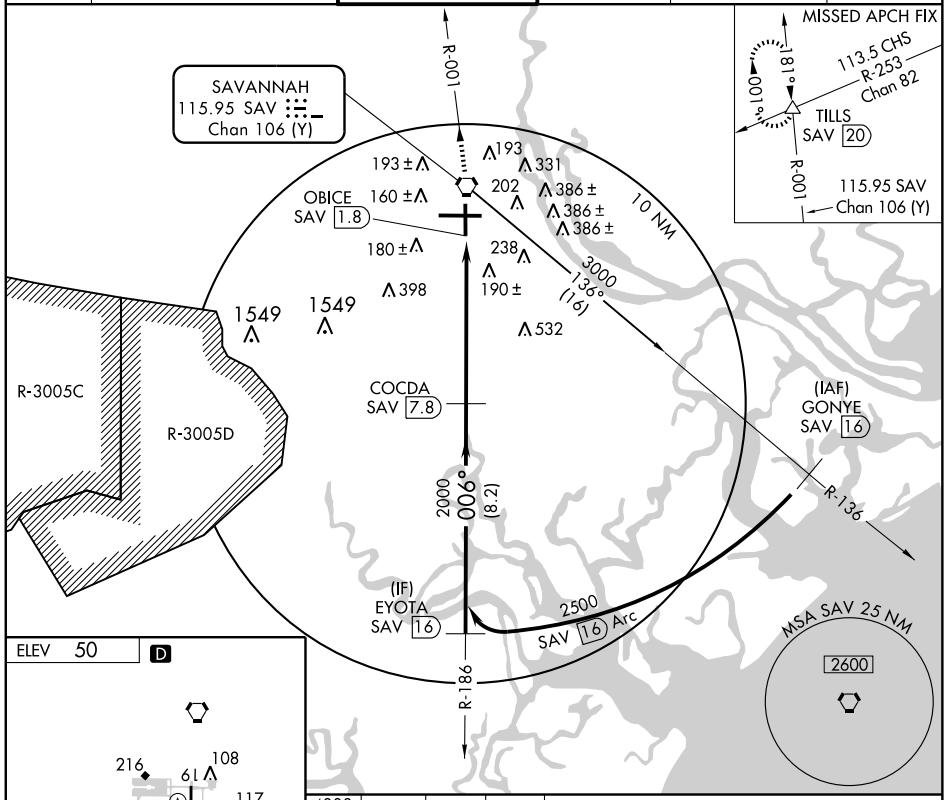
VOR/DME or TACAN RWY 1

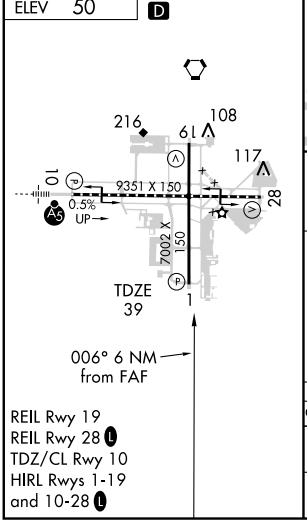
SAVANNAH/ HILTON HEAD INTL (SAV)

When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all MDA 80 feet and S-1 Cats C/D/E and Circling Cat D visibilities ¼ mile.
VDP NA when using Hilton Head Island altimeter setting.

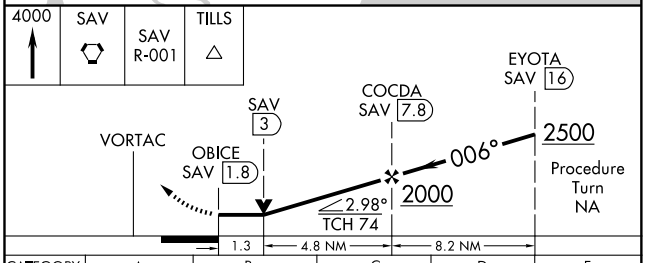
MISSED APPROACH: Climb to 4000 direct SAV VORTAC and via SAV R-001 to TILLS INT/SAV 20 DME and hold.

ATIS	SAVANNAH APP CON★	SAVANNAH TOWER★	GND CON	CLNC DEL	UNICOM
123.75	120.4 353.775	119.1 (CTAF) L 257.8	121.9 348.6	119.55 291.775	122.95





REIL Rwy 19
REIL Rwy 28 L
TDZ/CL Rwy 10
HIRL Rwys 1-19 and 10-28 L



CATEGORY	A	B	C	D	E
S-1	500/50	461 (500-1)	500/60 461 (500-1¼)	500-1½ 461(500-1½)	500-1¾ 461 (500-1¾)
CIRCLING	520-1	470 (500-1)	520-1½ 470 (500-1½)	700-2 650 (700-2)	900-3 850 (900-3)

SE-4, 22 OCT 2009 to 19 NOV 2009

VORTAC SAV	APP CRS	Rwy Idg	7002
115.95	181°	TDZE	47
Chan 106 (Y)		Apt Elev	50

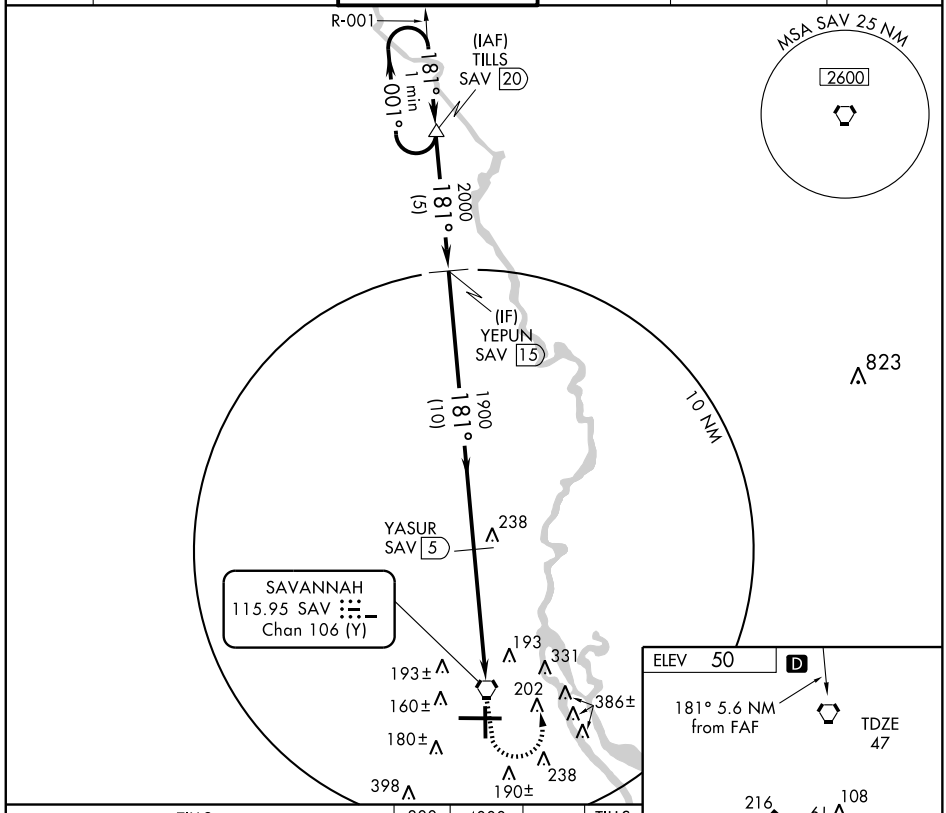
VOR/DME or TACAN RWY 19

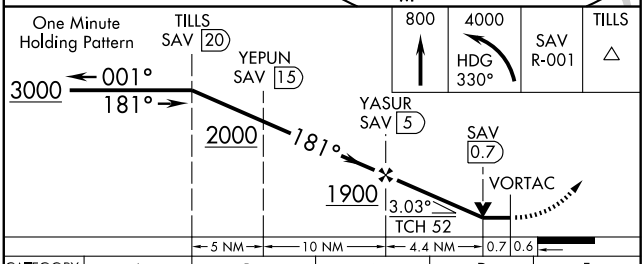
SAVANNAH/ HILTON HEAD INTL (SAV)

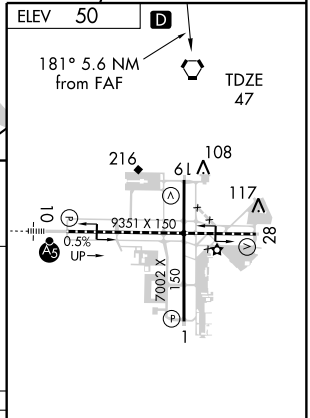
Visibility reduction by helicopters NA. When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all MDA 80 feet and S-19 Cats C/D, and Circling Cat D visibilities ¼ mile and S-19 Cat E visibility ½ mile. VDP NA when using Hilton Head Island altimeter setting.

MISSED APPROACH: Climb to 800 then climbing left turn to 4000 via heading 330° and SAV R-001 to TILLS/20 DME and hold.

ATIS	SAVANNAH APP CON★	SAVANNAH TOWER★	GND CON	CLNC DEL	UNICOM
123.75	125.3 371.875	119.1 (CTAF) L 257.8	121.9 348.6	119.55 291.775	122.95



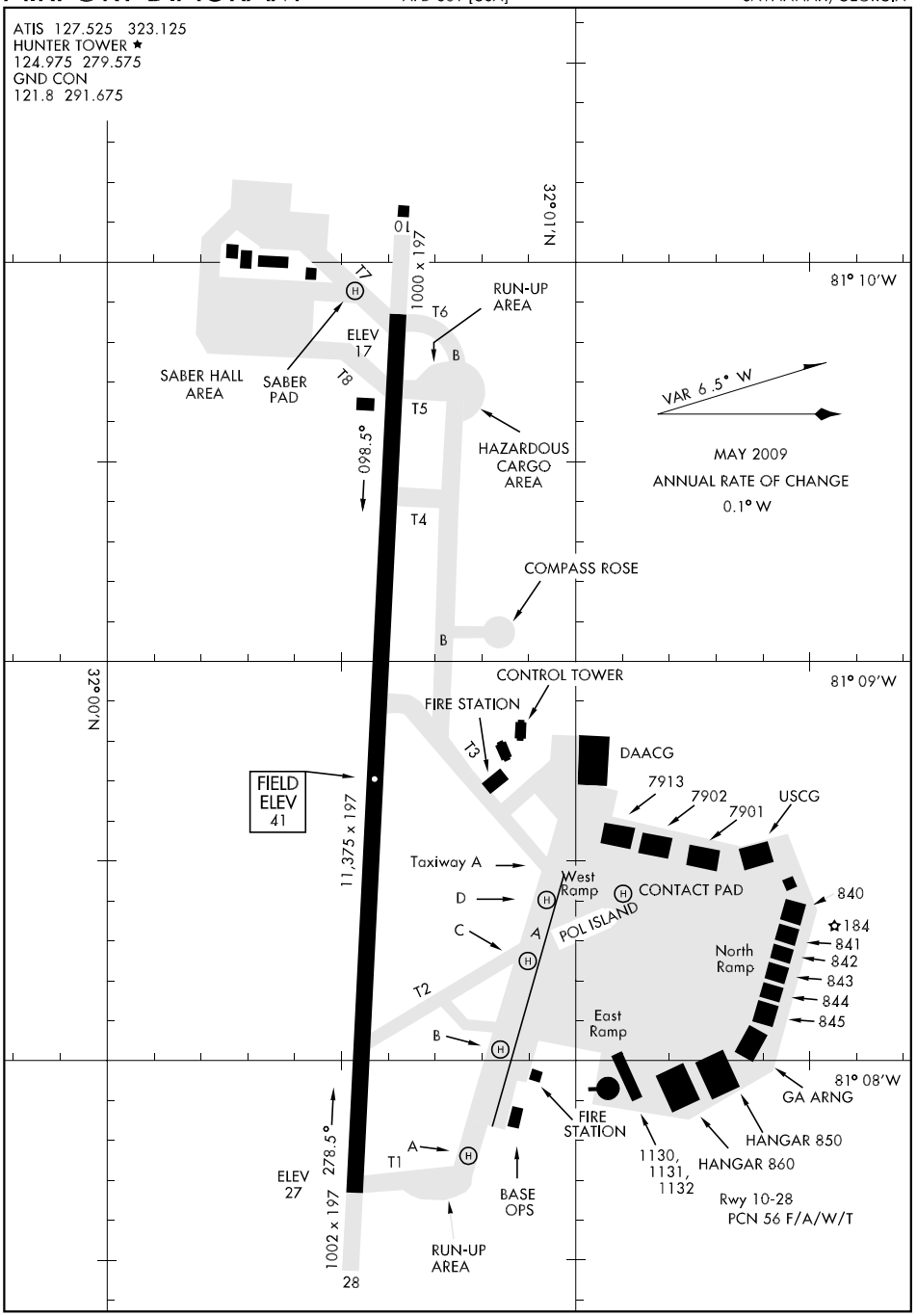




CATEGORY	A	B	C	D	E
S-19	500-1	453 (500-1)	500-1¼ 453 (500-1¼)	500-1½	453 (500-1½)
CIRCLING	520-1	470 (500-1)	520-1½ 470 (500-1½)	700-2 650 (700-2)	900-3 850 (900-3)

TDZ/CL Rwy 10
REIL Rwy 19
REIL Rwy 28 L
HIRL Rwys 1-19 and 10-28 L

SE-4, 22 OCT 2009 to 19 NOV 2009



SE-4, 22 OCT 2009 to 19 NOV 2009

COPTER VOR RWY 10

SVN VOR/DME	APCH CRS	Rwy ldg 11,375
111.6 Chan 53	090°	TDZE 26
		Arpt Elev 41

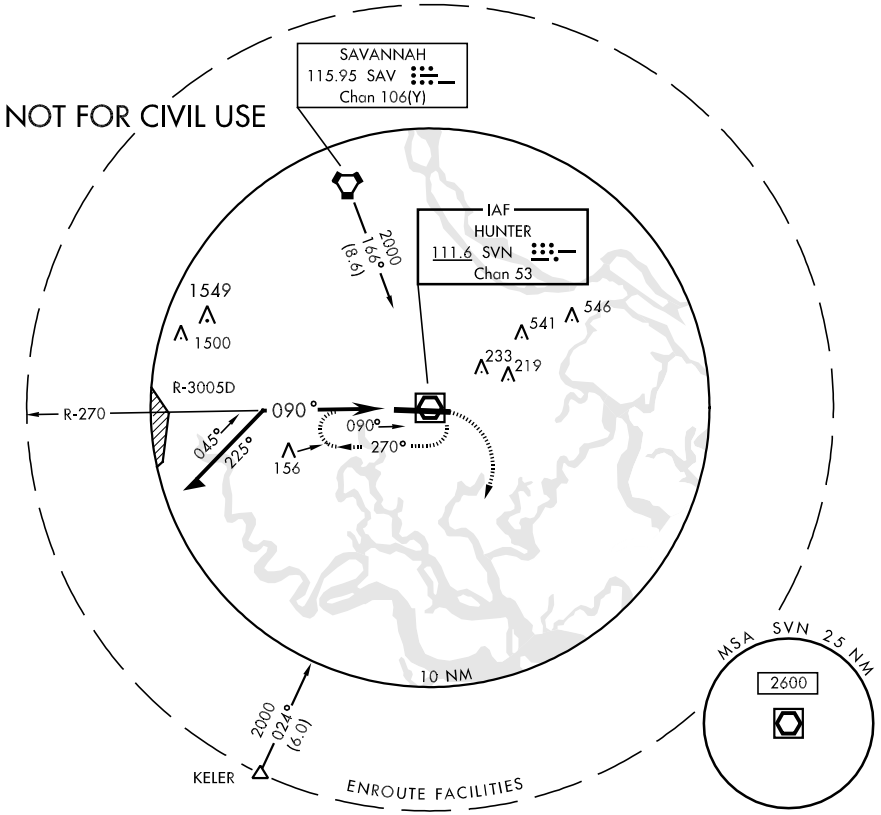
AL-381 [USA]

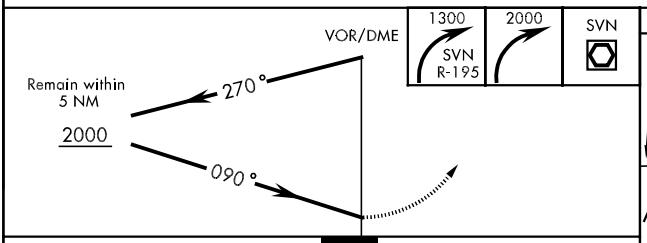
HUNTER AAF (KSVN)

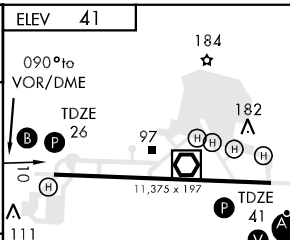
MISSED APPROACH: Climbing right turn to 1300 via SVN R-195, then climbing right turn to 2000 direct SVN VOR/DME and hold.

ATIS	SAVANNAH APP CON	HUNTER TOWER ★	GND CON	ASR/PAR
127.525 323.125	120.4 353.775	124.975 (CTAF) L 279.575	121.8 291.675	

NOT FOR CIVIL USE







CATEGORY	COPTER		
S-10	460-½	434	(500-½)

ILS or LOC RWY 28

LOC/DME I-SVN	APCH CRS	Rwy ldg 11,375
109.5 Chan 32	276°	TDZE 41
		Arpt Elev 41

AL-381 [USA]

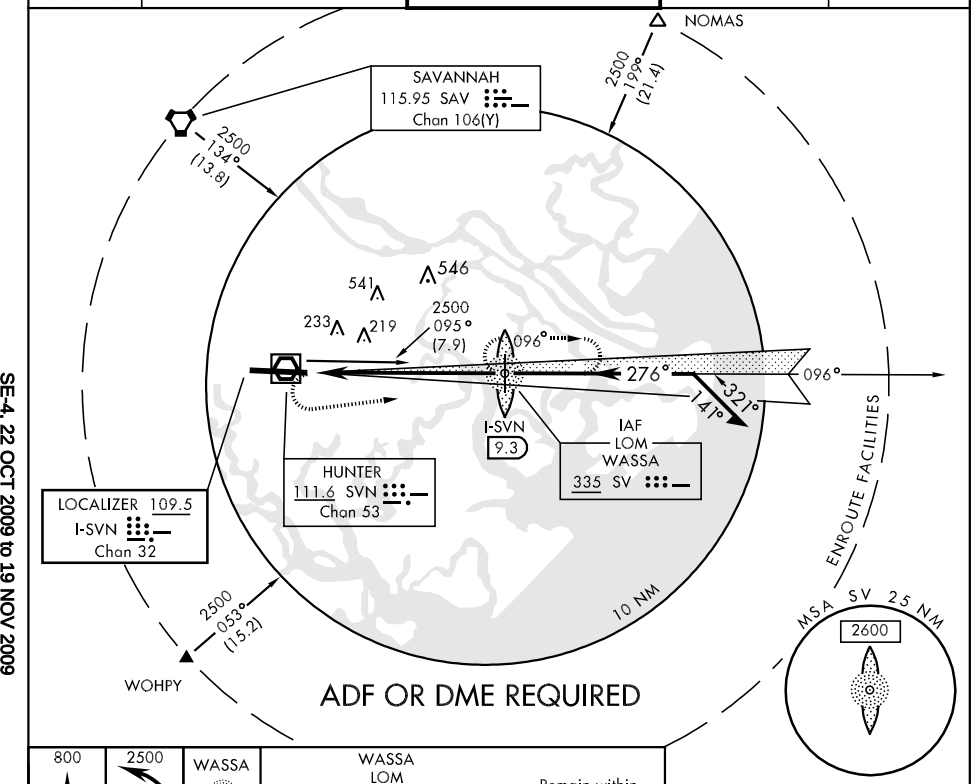
HUNTER AAF (KSVN)

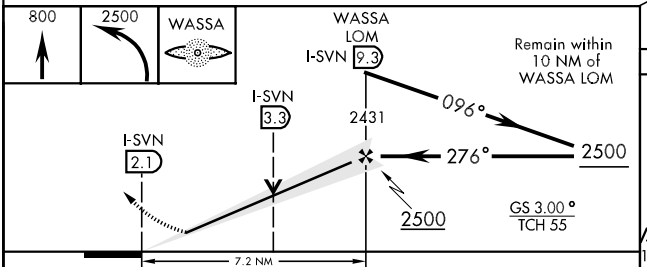
▼ * Circling NA N of Rwy 10-28 for CAT D.

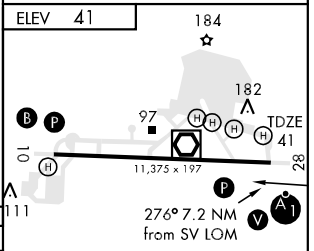
ALSF-1

MISSED APPROACH: Climb to 800, then climbing left turn to 2500 direct WASSA LOM and hold.

ATIS	SAVANNAH APP CON	HUNTER TOWER *	GND CON	ASR/PAR
127.525 323.125	120.4 353.775	124.975 (CTAF) Ⓛ 279.575	121.8 291.675	







CATEGORY	A	B	C	D
S-ILS 28	241/24 200 (200-½)			
S-LOC 28	460/24 419 (500-½)		460/40 419 (500-¾)	460/50 419 (500-1)
CIRCLING *	500-1 459 (500-1)	520-1 479 (500-1)	520-1½ 479 (500-1½)	600-2 559 (600-2)
S-PAR 28	241/24 200 (200-½) GS 3.00°			

REIL Rwy 10 Ⓛ
HIRL Rwy 10-28 Ⓛ

FAF to MAP 7.2 NM					
Knots	60	90	120	150	180
Min:Sec	7:12	4:48	3:36	2:53	2:24

NDB RWY 28

LOM SV	APCH CRS	Rwy Idg 11,375 TDZE 41 Arpt Elev 41
335	276°	

AL-381 [USA]

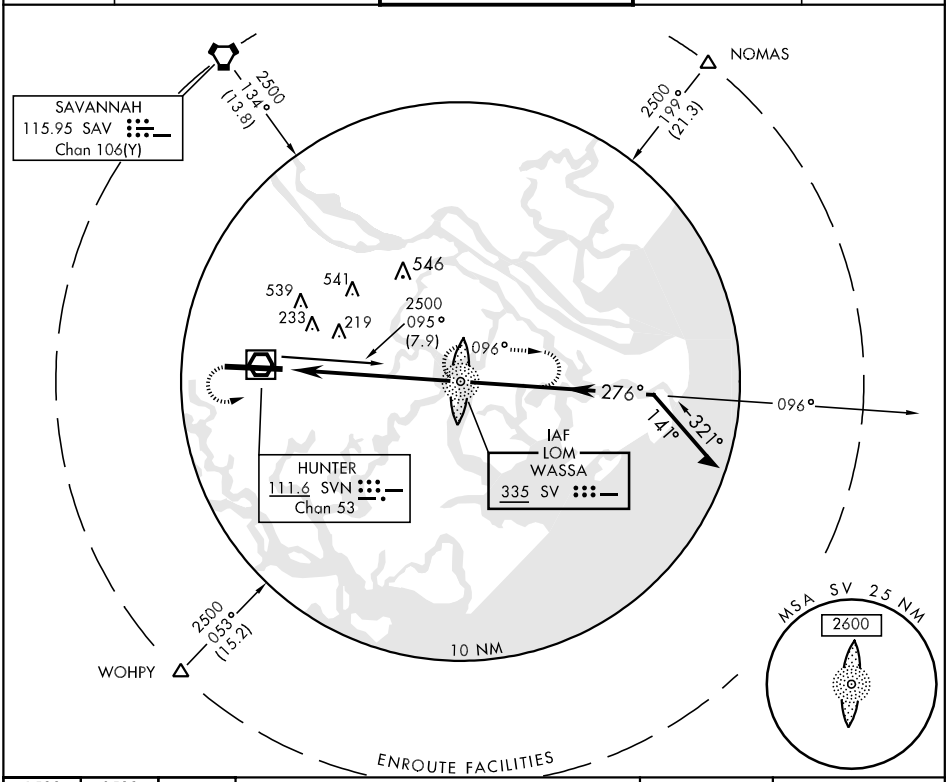
HUNTER AAF (KSVN)

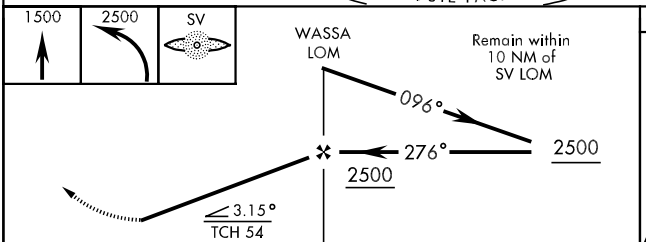
▼ * For inop ALSF, increase CAT AB vis to RVR 50 and CAT CD to 2 miles.
** Circling NA N of Rwy 10-28 for CAT D.

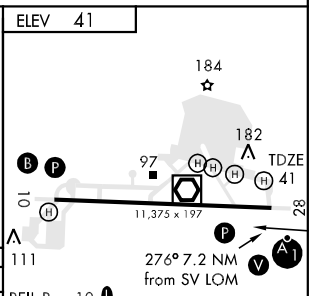
ALSF-1

MISSED APPROACH: Climb to 1500, then climbing left turn to 2500 direct SV LOM and hold.

ATIS	SAVANNAH APP CON	HUNTER TOWER ★	GND CON	ASR/PAR
127.525 323.125	120.4 353.775	124.975 (CTAF) L 279.575	121.8 291.675	







CATEGORY	A	B	C	D
S-28 *	700/40 659 (700-¾)		700/60 659 (700-1¼)	700-1½ 659 (700-1½)
CIRCLING **	700-1 659 (700-1)		700-1¾ 659 (700-1¾)	700-2 659 (700-2)
S-PAR 28	241/24 200 (200-½) GS 3.00°			

FAF to MAP 7.2 NM

Knots	60	90	120	150	180
Min:Sec	7:12	4:48	3:36	2:53	2:24

RNAV (GPS) RWY 10

APCH CRS	Rwy ldg	11,375
096°	TDZE	26
	Arpt Elev	41

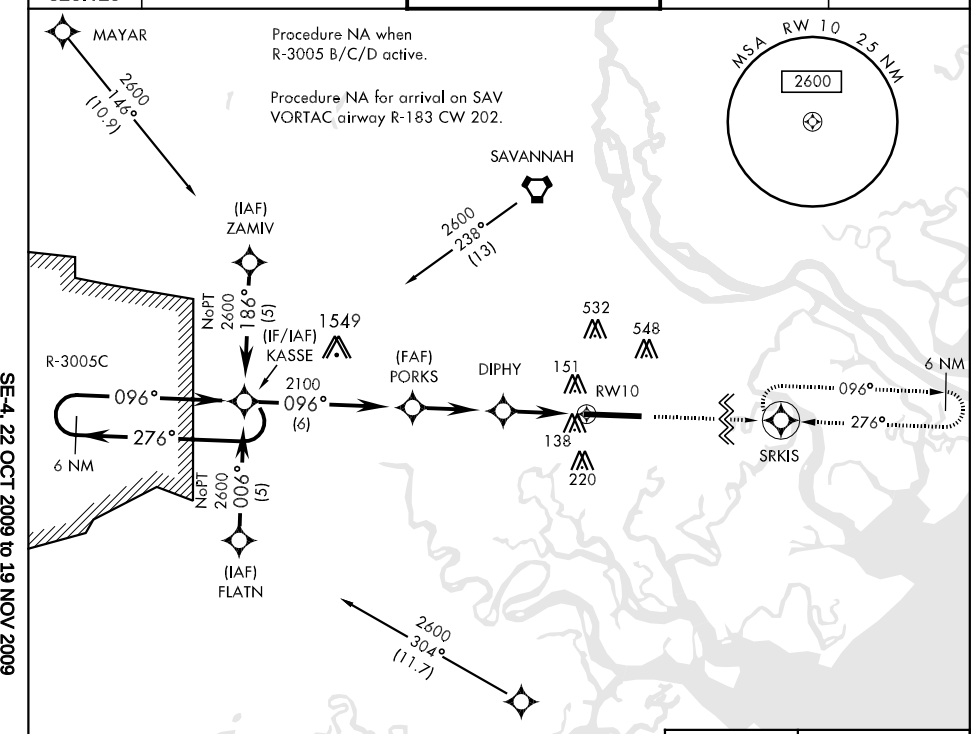
AL-381 [USA]

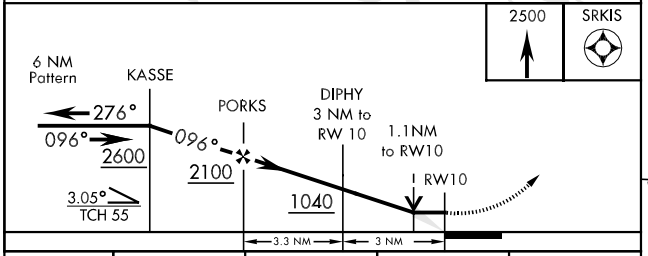
HUNTER AAF (KSVN)

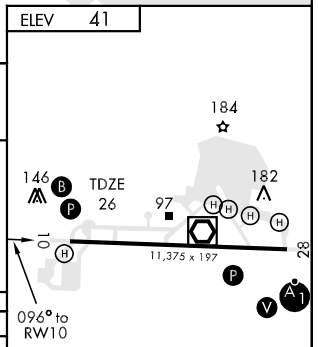
DME/DME RNP -0.3 NA
* Circling not authorized N of Rwy 10-28 for CAT D.

MISSED APPROACH: Climb to 2500 direct SRKIS and hold.

ATIS	SAVANNAH APP CON	HUNTER TOWER *	GND CON	ASR/PAR
127.525 323.125	120.4 353.775	124.975 (CTAF) 279.575	121.8 291.675	







CATEGORY	A	B	C	D
LNAV MDA	420-1 394 (400-1)			420-1¼ 394 (400-1¼)
CIRCLING *	500-1 459 (500-1)	520-1 479 (500-1)	520-1½ 479 (500-1½)	600-2 559 (600-2)
S-PAR 10	226-¾ 200 (200-¾) GS 3.00°			

REIL Rwy 10
HIRL Rwy 10-28

SE-4, 22 OCT 2009 to 19 NOV 2009

RNAV (GPS) RWY 28

WAAS	APCH CRS	Rwy Idg 11,375
CH 82111	096°	TDZE 26
W28A		Arpt Elev 41

AL-381 [USA]

HUNTER AAF (KSVN)

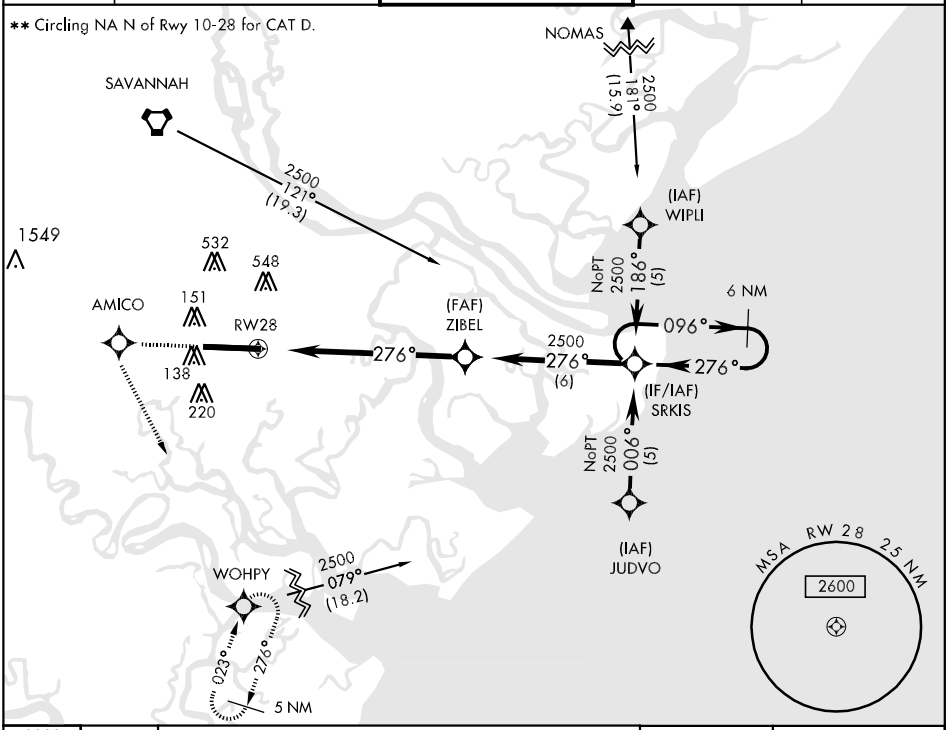
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F) DME/DME RNP -0.3 NA

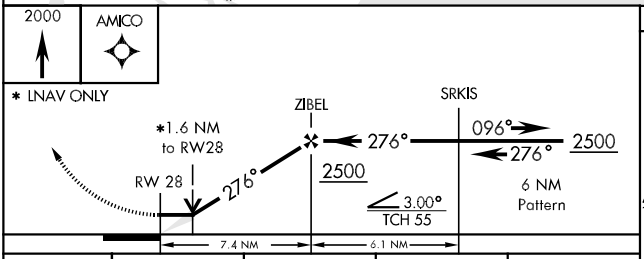
ALSF-1

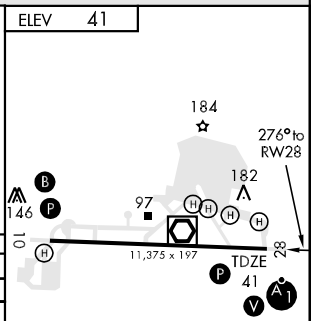
MISSED APPROACH: Climb to 2000 direct AMICO and via 180 track to WOHPY and hold.

ATIS	SAVANNAH APP CON	HUNTER TOWER ★	GND CON	ASR/PAR
127.525 323.125	120.4 353.775	124.975 (CTAF) L 279.575	121.8 291.675	

** Circling NA N of Rwy 10-28 for CAT D.







CATEGORY	A	B	C	D
LPV DA	241/24 200 (200-½)			
LNAV/ VNAV DA	487/50 446 (500-1)			
LNAV MDA	600/24 559 (600-½)		600/50 559 (600-1)	600/60 559 (600-1¼)
CIRCLING**	600-1 559 (600-1)		600-1½ 559 (600-1½)	600-2 559 (600-2)
S-PAR 28	241/24 200 (200-½) GS 3.0°			

REIL Rwy 10 L
HIRL Rwy 10-28 L

SE-4, 22 OCT 2009 to 19 NOV 2009

VOR/DME RWY 28

VOR/DME SVN	APCH CRS	Rwy ldg 11,375
111.6 Chan 53	282°	TDZE 41
		Arpt Elev 41

AL-381 [USA]

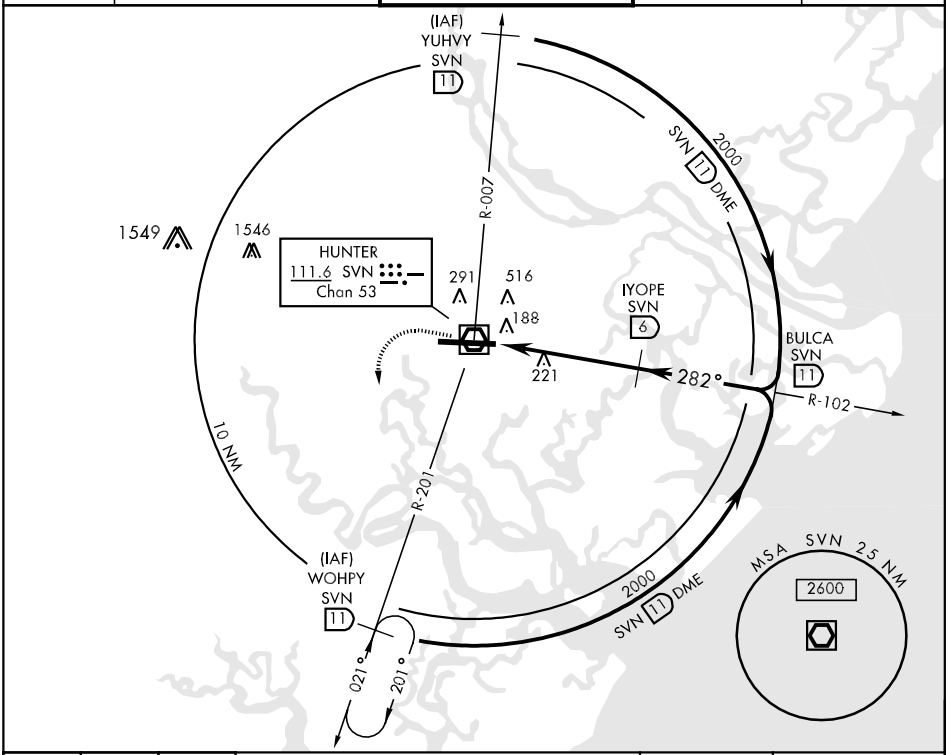
HUNTER AAF (KSVN)

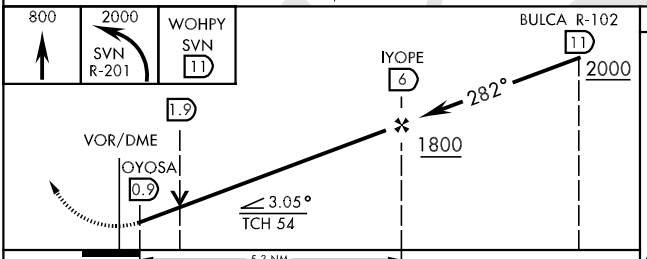
* Circling NA N of Rwy 10-28 for CAT D.

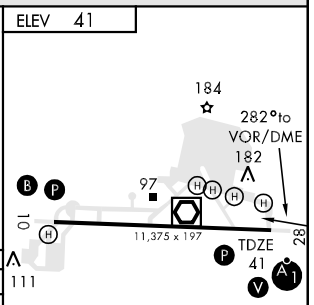
ALSF-1

MISSED APPROACH: Climb to 800, then climbing left turn to 2000 via SVN R-201 to WOHPY/11 DME and hold.

ATIS	SAVANNAH APP CON	HUNTER TOWER *	GND CON	ASR/PAR
127.525 323.125	120.4 353.775	124.975 (CTAF) L 279.575	121.8 291.675	







CATEGORY	A	B	C	D
S-28	480/24 439 (500-½)		480/40 439 (500-¾)	480/50 439 (500-1)
CIRCLING *	500-1 459 (500-1)	520-1 479 (500-1)	520-1½ 479 (500-1½)	600-2 559 (600-2)
S-PAR 28	241/24 200 (200-½) GS 3.00°			

REIL Rwy 10 L
HIRL Rwy 10-28 L

VOR RWY 28

SVN VOR/DME	APCH CRS	Rwy ldg 11,375
111.6	282°	TDZE 41
Chan 53		Arpt Elev 41

AL-381 [USA]

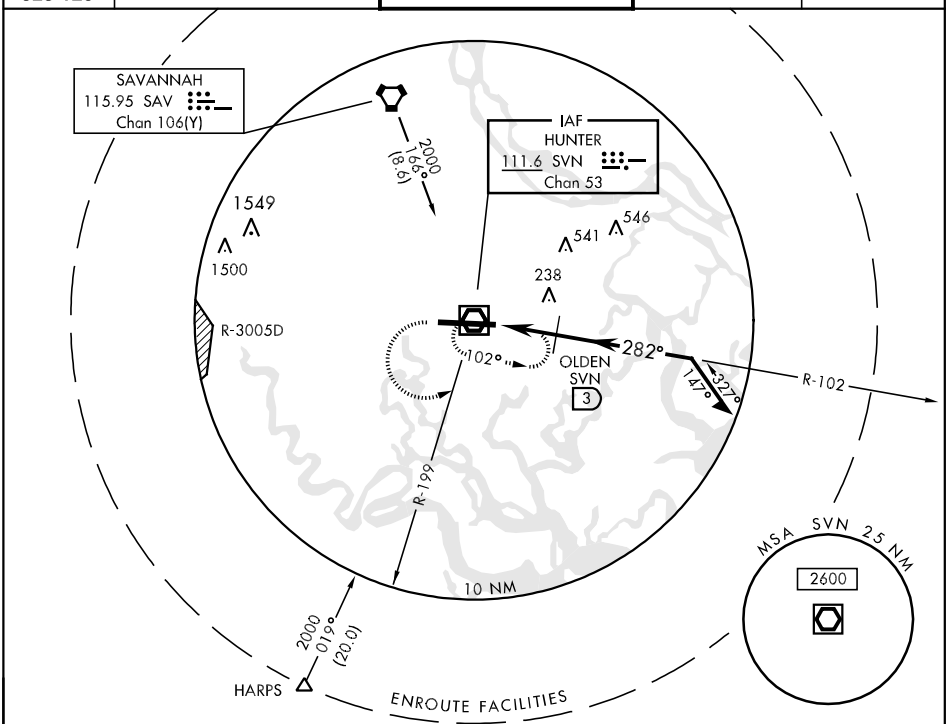
HUNTER AAF (KSVN)

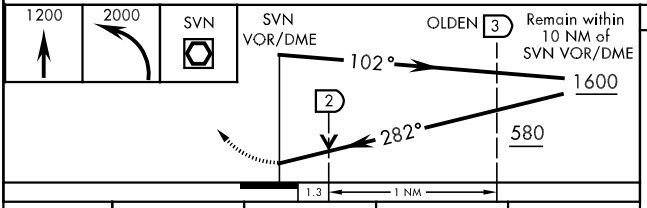
▼ * When ALS inop, increase CAT AB vis to 1 mile.
** Circling NA N of Rwy 10-28 for CAT D.

ALSF-1

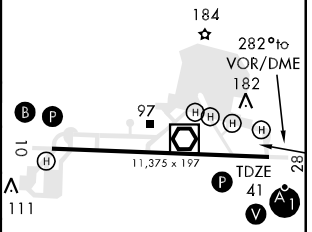
MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct SVN VOR/DME and hold.

ATIS	SAVANNAH APP CON	HUNTER TOWER ★	GND CON	ASR/PAR
127.525 323.125	120.4 353.775	124.975 (CTAF) L 279.575	121.8 291.675	





ELEV 41



CATEGORY	A	B	C	D
S-28 *	580/40 539 (600-¾)		580/50 539 (600-1)	580/60 539 (600-1¼)
CIRCLING **	580-1 539 (600-1)		580-1½ 539 (600-1½)	600-2 559 (600-2)
OLDEN FIX MINIMA				
S-28 *	500/40 459 (500-¾)			500/50 459 (500-1)
CIRCLING **	500-1 459 (500-1)	520-1 479 (500-1)	520-1½ 479 (500-1½)	600-2 559 (600-2)
S-PAR 28	241/24 200 (200-½) GS 3.00°			

REIL Rwy 10 L
HIRL Rwy 10-28 L

SE-4, 22 OCT 2009 to 19 NOV 2009

ST MARYS, GEORGIA AL-6809 (FAA)

APP CRS	Rwy Idg	3301
132°	TDZE	23
	Apt Elev	23

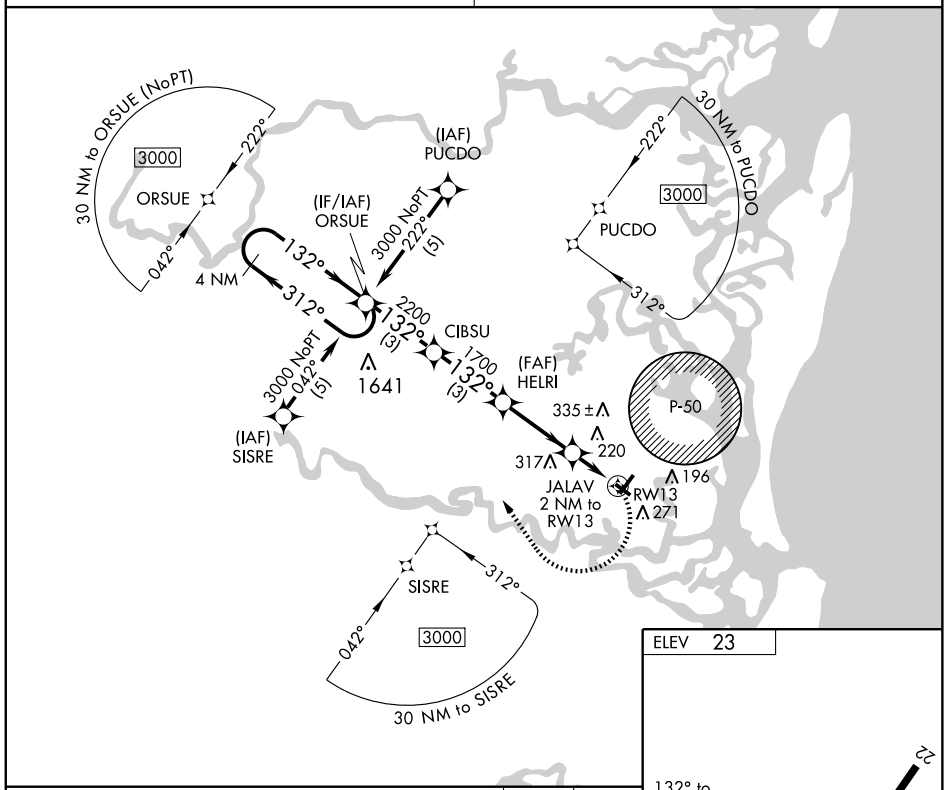
RNAV (GPS) RWY 13
ST MARYS (4J6)

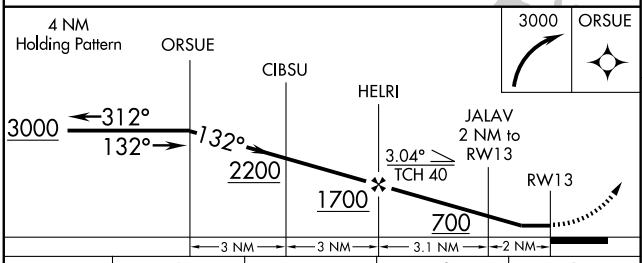
Circling NA northeast of Rwy 13-31.
DME/DME RNP-0.3 NA.
Procedure NA at night.
Visibility reduction by helicopters NA.
Use Jacksonville Intl altimeter setting.

NA
ASR

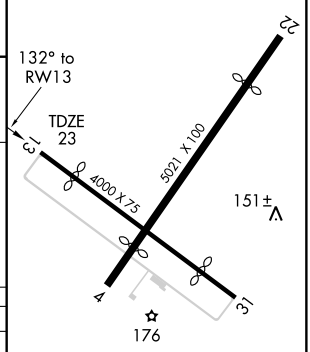
MISSED APPROACH: Climbing right turn to 3000 direct ORSUE and hold.

JACKSONVILLE APP CON	UNICOM
127.0 322.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	500-1 477 (500-1)		500-1¼ 477 (500-1¼)	500-1½ 477 (500-1½)
CIRCLING	620-1 597 (600-1)		620-1½ 597 (600-1½)	620-2 597 (600-2)



MIRL Rwy 4-22 L

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	3300
CH 48914	312°	TDZE	23
W31A		Apt Elev	23

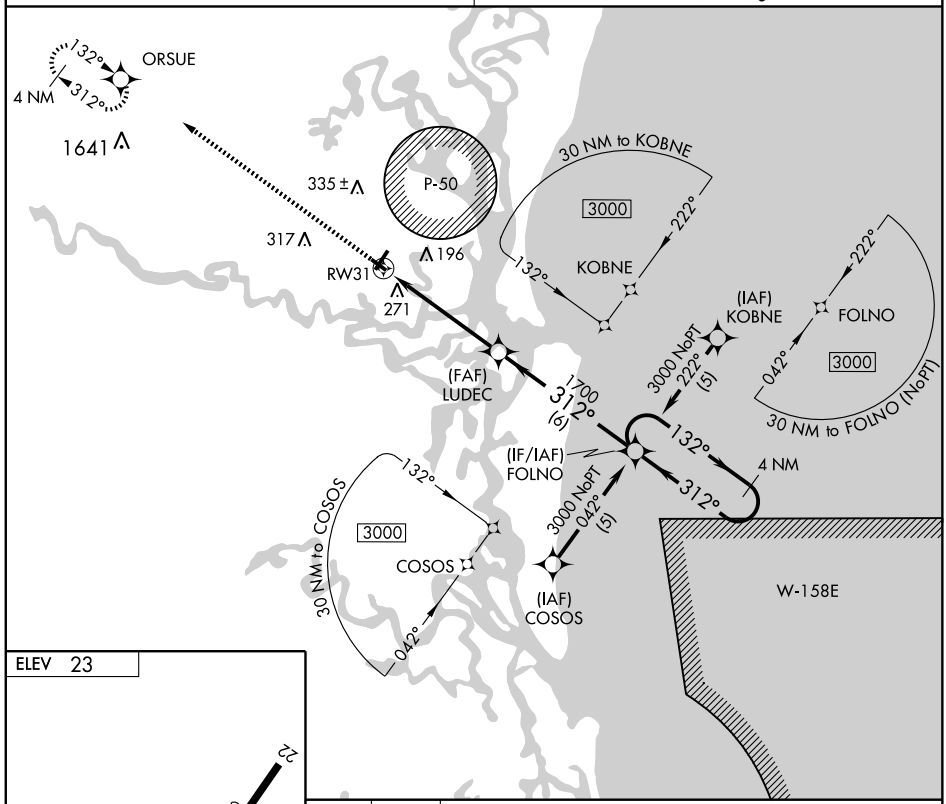
RNAV (GPS) RWY 31
ST MARYS (4J6)

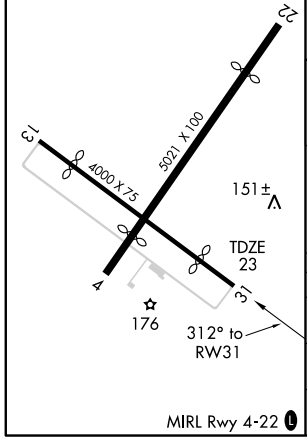
Circling NA northeast of Rwy 13-31.
DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
Use Jacksonville Intl altimeter setting.

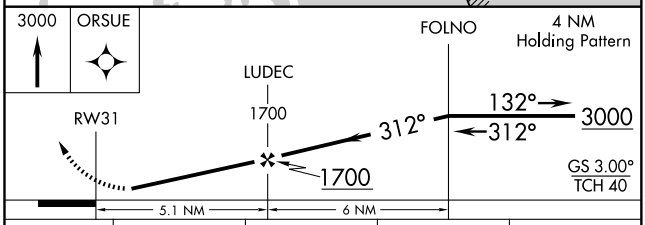
NA
ASR

MISSED APPROACH: Climb to 3000 direct ORSUE and hold, continue climb-in-hold to 3000.

JACKSONVILLE APP CON	UNICOM
127.0 322.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	477-1¾ 454 (500-1¾)			
LNAV MDA	580-1 557 (600-1)		580-1½ 557 (600-1½)	580-1¾ 557 (600-1¾)
CIRCLING	620-1 597 (600-1)		620-1½ 597 (600-1½)	620-2 597 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

LOC I-BZQ	APP CRS	Rwy Idg	5700
111.5	320°	TDZE	177
		Apt Elev	187

ILS or LOC RWY 32

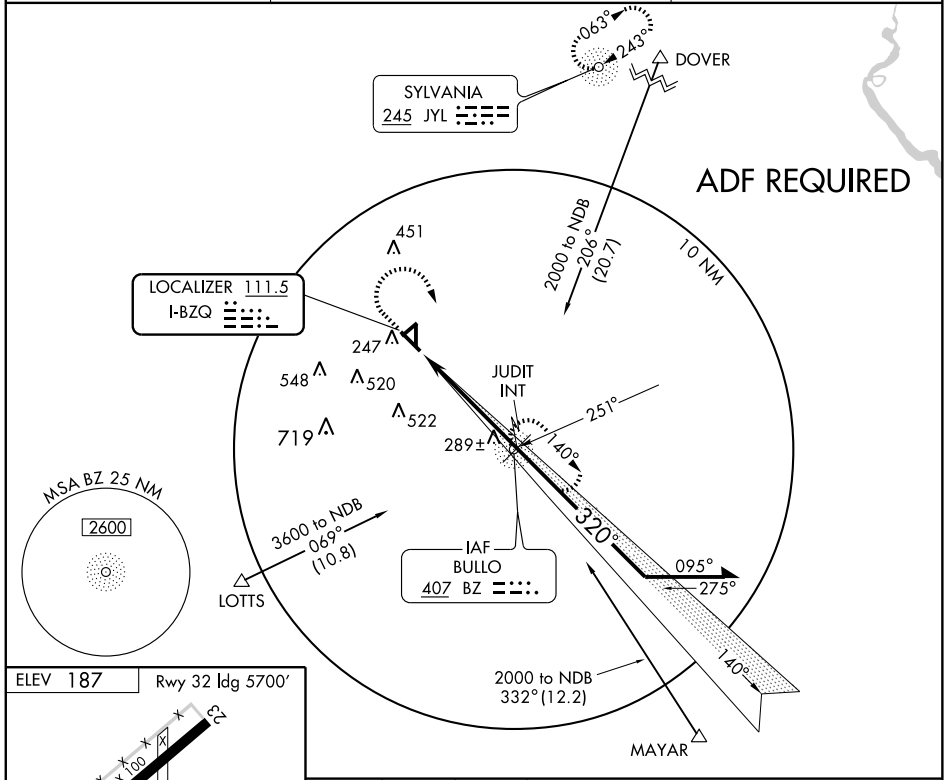
STATESBORO-BULLOCH COUNTY (TBR)

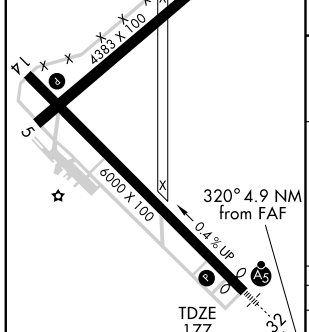
ADF REQUIRED.
NA If local altimeter setting not received, use Savannah/Hilton Head International altimeter setting and increase all MDAs/DAs 100 feet.

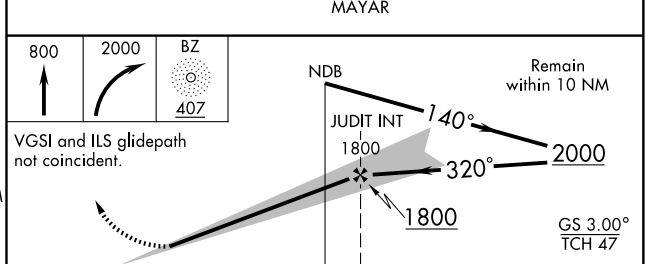
MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct BULLO NDB and hold.

AWOS-3	SAVANNAH APP CON★	UNICOM
119.025	118.4 354.0	122.8 (CTAF) L







FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-ILS 32	377-½ 200 (200-½)			
S-LOC 32	540-½ 363 (400-½)			540-¾ 363 (400-¾)
CIRCLING	640-1 453 (500-1)		840-1¾ 653 (700-1¾)	880-2¼ 693 (700-2¼)

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	5700
CH 81829	320°	TDZE	177
W32A		Apt Elev	187

RNAV (GPS) RWY 32

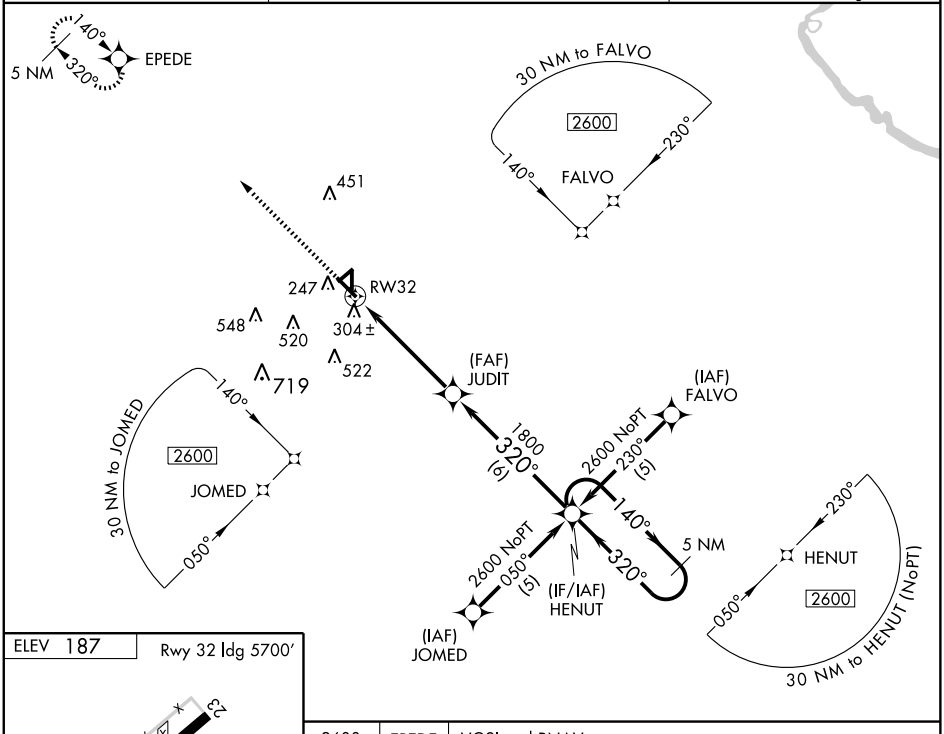
STATESBORO-BULLOCH COUNTY (TBR)

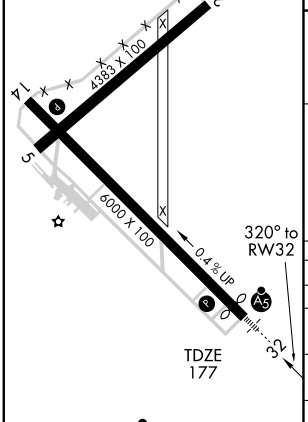
Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.
For inoperative MALSR increase LPV all Cats visibility to 1 mile and LNAV Cat D visiblity to 1¼ mile. VDP and Baro-VNAV NA when using Savannah/Hilton Head altimeter setting. If local altimeter setting not received, use Savannah/Hilton Head altimeter setting and increase all DAs/MDAs 100 feet.

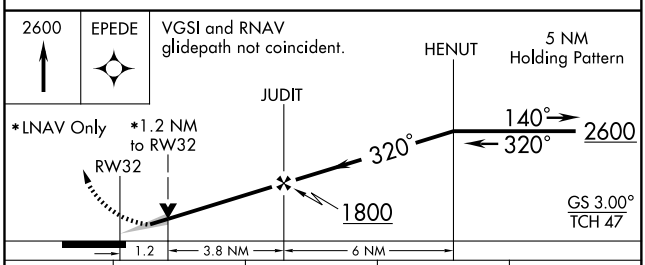
MALSR

MISSED APPROACH: Climb to 2600 direct EPEDE and hold.

AWOS-3	SAVANNAH APP CON★	UNICOM
119.025	118.4 354.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	427-½ 250 (300-½)			
LNAV/VNAV DA	645-1¼ 468 (500-1¼)			
LNAV MDA	560-½ 383 (400-½)			560-1 383 (400-1)
CIRCLING	640-1¾ 453 (500-1¾)		840-1¾ 653 (700-1¾)	880-2¼ 693 (700-2¼)

SE-4, 22 OCT 2009 to 19 NOV 2009

LOC I-SBO	APP CRS	Rwy Idg	6021
109.35	133°	TDZE	327
		Apt Elev	327

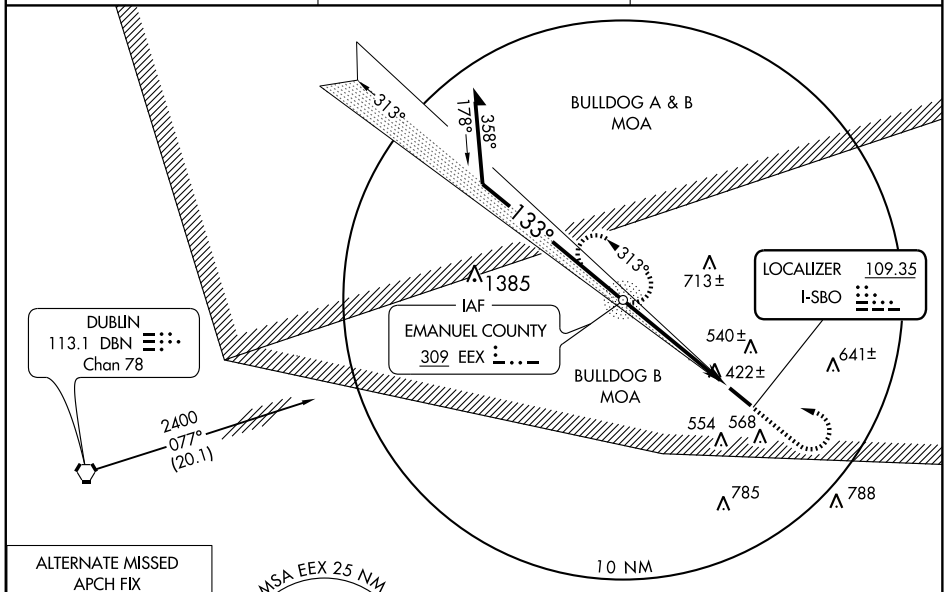
LOC/NDB RWY 13

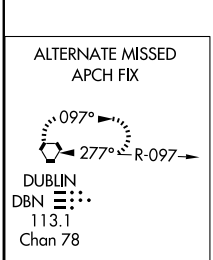
SWAINSBORO/ EMANUEL COUNTY (SBO)

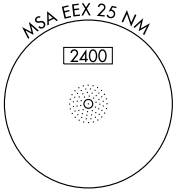
ADF required. Visibility reduction by helicopters NA.
When local altimeter not received, use Vidalia altimeter setting and increase all MDAs 80 feet; increase S-13 Cat. C & D visibilities ¼ , increase circling Cat. C visibility to 2 miles and Cat. D visibility to 2¼ miles.

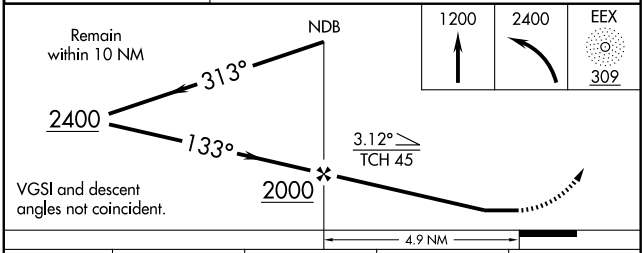
MISSED APPROACH: Climb to 1200 then climbing left turn to 2400 direct EEX NDB and hold.

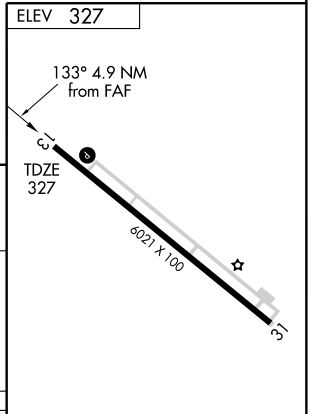
AWOS-3	ATLANTA CENTER	UNICOM
133.375	135.55 343.75	122.975 (CTAF) L











CATEGORY	A	B	C	D
S-13	680-1 353 (400-1)			680-1¼ 353 (400-1¼)
CIRCLING	900-1 573 (600-1)	920-1 593 (600-1)	920-1½ 593 (600-1½)	920-2 593 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SE-4, 22 OCT 2009 to 19 NOV 2009

NDB EEX	APP CRS	Rwy Idg	6021
309	133°	TDZE	327
		Apt Elev	327

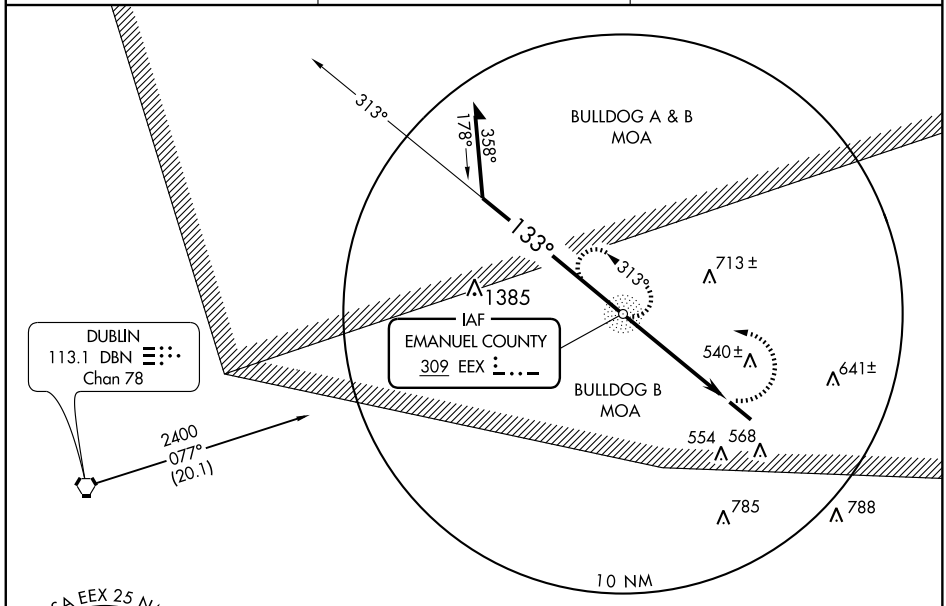
NDB RWY 13

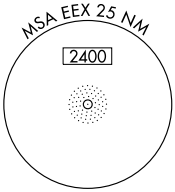
SWAINSBORO/ EMANUEL COUNTY (SBO)

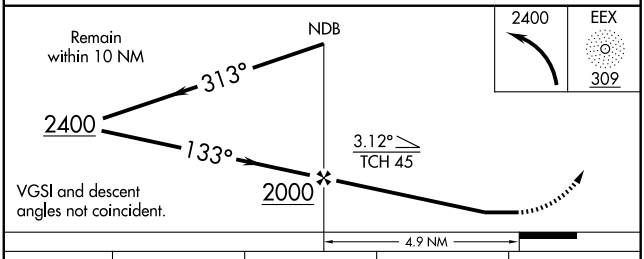
Visibility reduction by helicopters NA.
When local altimeter not received, use Vidalia altimeter setting and increase all MDAs 80 feet; increase S-13 Cat. C/D ¼ mile, and increase circling Cat. C visibility to 2 and Cat. D to 2¼ .

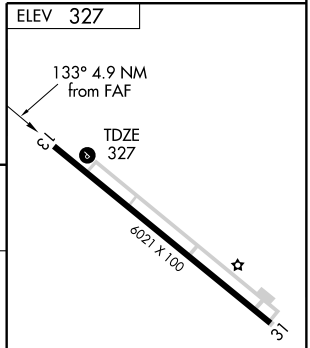
MISSED APPROACH: Climbing left turn to 2400 direct EEX NDB and hold.

AWOS-3	ATLANTA CENTER	UNICOM
133.375	135.55 343.75	122.975 (CTAF) L









HIRL Rwy 13-31 L

CATEGORY	A	B	C	D
S-13	900-1 573 (600-1)		900-1½ 573 (600-1½)	900-1¾ 573 (600-1¾)
CIRCLING	900-1 573 (600-1)	920-1 593 (600-1)	920-1½ 593 (600-1½)	920-2 593 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	6021
CH 97603	133°	TDZE	327
W13A		Apt Elev	327

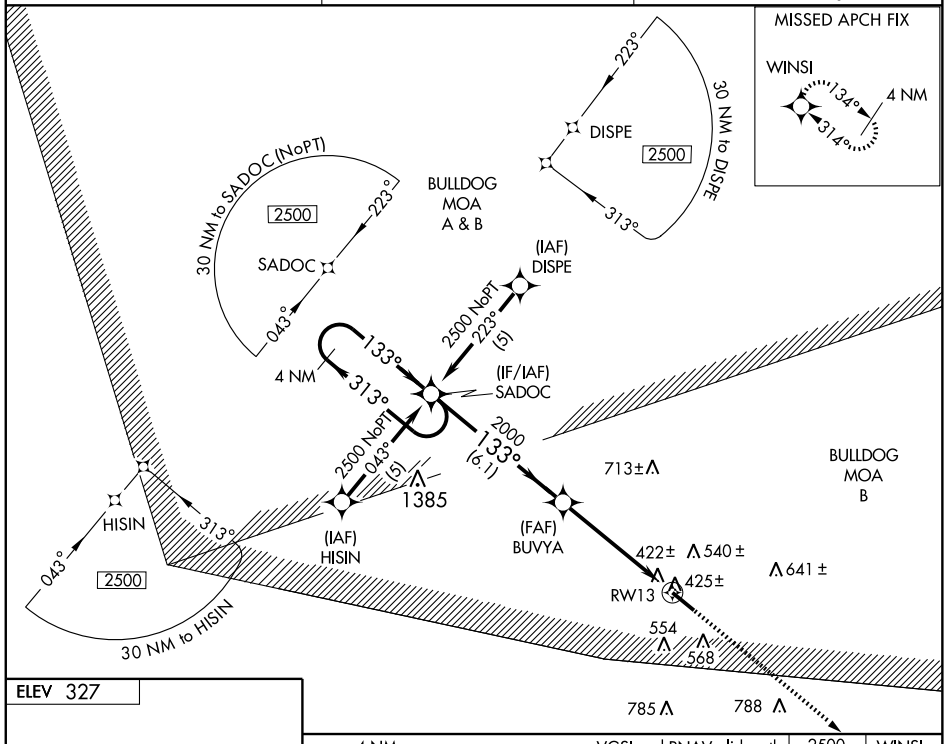
RNAV (GPS) RWY 13

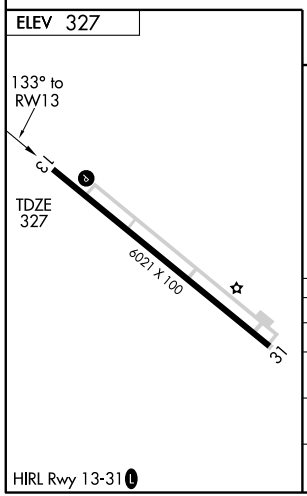
SWAINSBORO/ EMANUEL COUNTY (SBO)

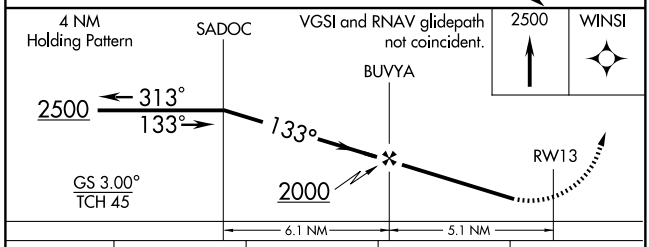
Baro-VNAV NA when using Vidalia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Vidalia altimeter setting and increase all DAs and MDAs 80 feet; increase LPV and LNAV/VNAV visibilities ¼ all Cats, increase LNAV Cats C and D visibilities ¼ mile, increase Circling Cat. C visibility to 2 and Circling Cat. D visibility to 2¼.

MISSED APPROACH: Climb to 2500 direct WINSI and hold.

AWOS-3	ATLANTA CENTER	UNICOM
133.375	135.55 343.75	122.975 (CTAF)







CATEGORY	A	B	C	D
LPV DA	677-1¼ 350 (400-1¼)			
LNAV/VNAV DA	795-1¾ 468 (500-1¾)			
LNAV MDA	680-1 353 (400-1)			680-1¼ 353 (400-1¼)
CIRCLING	900-1 573 (600-1)	920-1 593 (600-1)	920-1½ 593 (600-1½)	920-2 593 (600-2)

HIRL Rwy 13-31

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS CH 99306 W31A	APP CRS 314°	Rwy Idg 6021 TDZE 323 Apt Elev 327

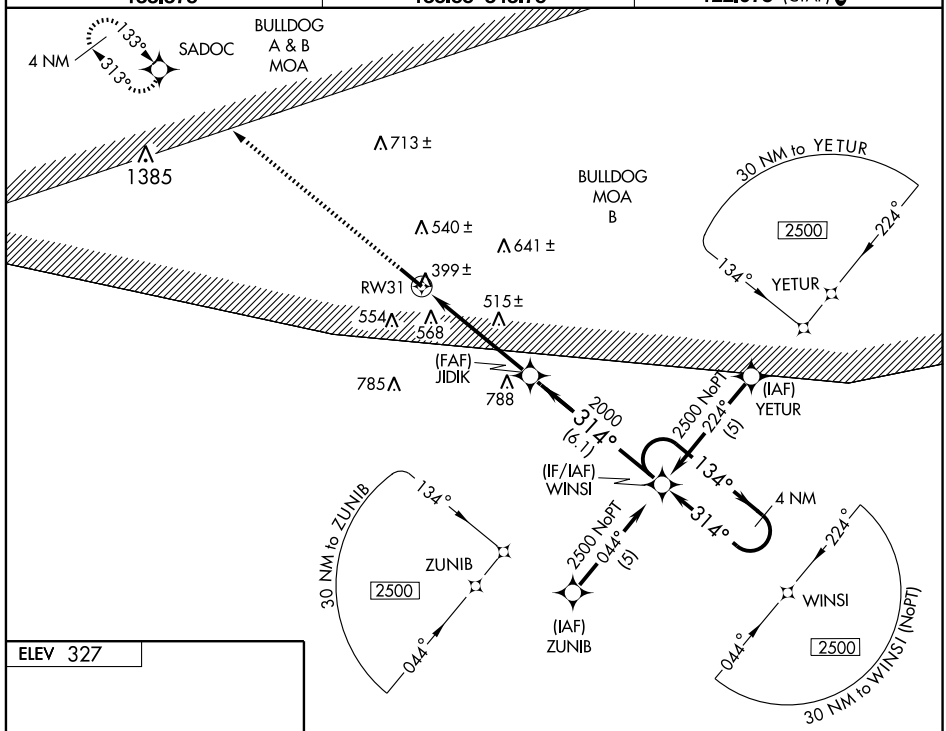
RNAV (GPS) RWY 31

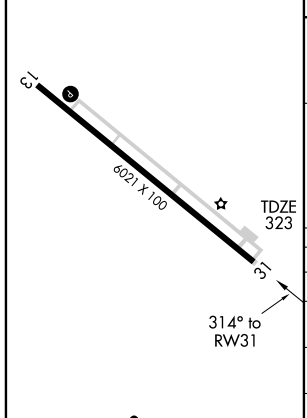
SWAINSBORO/ EMANUEL COUNTY (SBO)

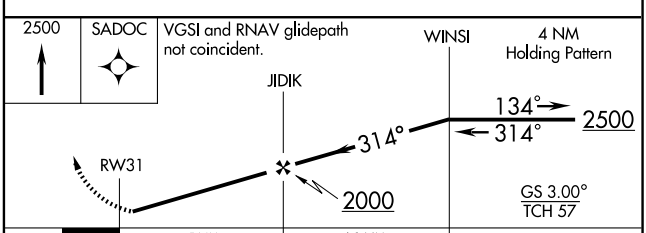
Baro-VNAV NA when using Vidalia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA. DME/DME RNP -0.3 NA. When local altimeter setting not received, use Vidalia altimeter setting and increase LPV DA to 706, LNAV/VNAV DA to 911, and all MDAs 80 feet; increase LPV visibility ¼ mile all Cats, increase LNAV/VNAV visibility ¾ all Cats, increase LNAV Cats C and D visibilities ¼, increase circling Cat C to 2 and Cat D to 2¼.

MISSED APPROACH: Climb to 2500 direct SADOC and hold.

AWOS-3	ATLANTA CENTER	UNICOM
133.375	135.55 343.75	122.975 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	641-1 318 (400-1)			
LNAV/ VNAV DA	669-1¼ 346 (400-1¼)			
LNAV MDA	820-1 497 (500-1)		820-1¼ 497 (500-1¼)	820-1½ 497 (500-1½)
CIRCLING	900-1 573 (600-1)	920-1 593 (600-1)	920-1½ 593 (600-1½)	920-2 593 (600-2)

HIRL Rwy 13-31 L

SE-4, 22 OCT 2009 to 19 NOV 2009

VORTAC DBN	APP CRS	Rwy Idg	N/A
113.1	088°	TDZE	N/A
Chan 78		Apt Elev	327

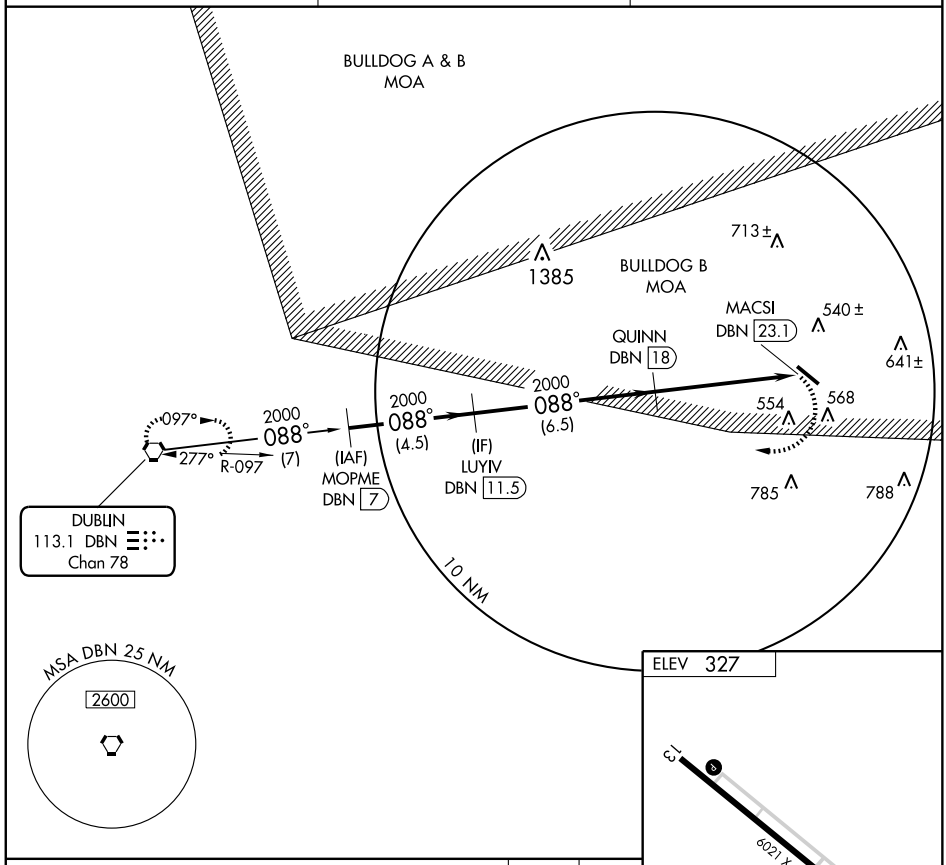
VOR/DME-A

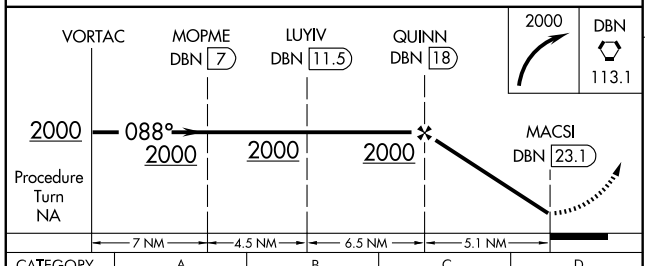
SWAINSBORO/EMANUEL COUNTY (SBO)

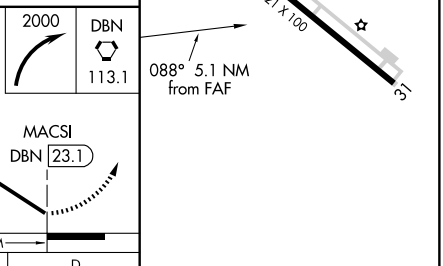
When local altimeter not received, use Vidalia altimeter setting and increase MDA 80 feet; increase Cat. C visibility to 2 miles and Cat. D visibility to 2¼ miles.

MISSED APPROACH: Climbing right turn to 2000 direct DBN VORTAC and hold.

AWOS-3	ATLANTA CENTER	UNICOM
133.375	135.55 343.75	122.975 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	900-1 573 (600-1)	920-1¼ 593 (600-1¼)	920-1½ 593 (600-1½)	920-2 593 (600-2)

HIRL Rwy 13-31 L

SE-4, 22 OCT 2009 to 19 NOV 2009

NDB JYL	APP CRS	Rwy Idg	5000
245	246°	TDZE	188
		Apt Elev	188

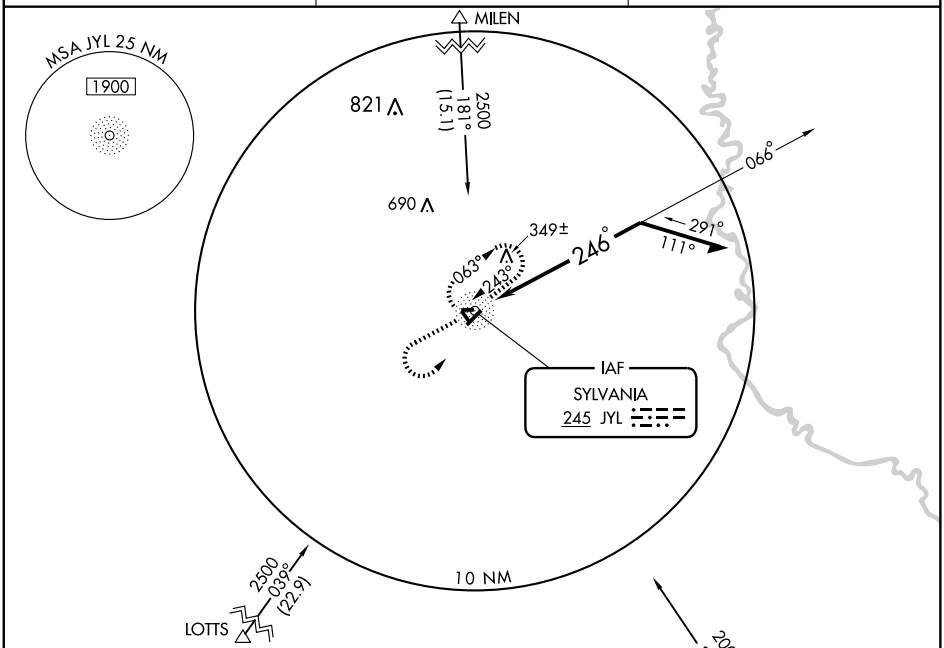
NDB RWY 23

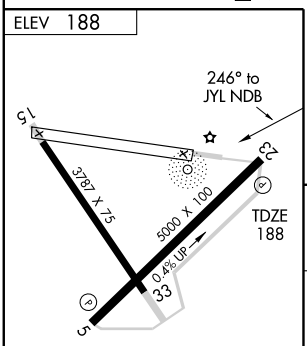
SYLVANIA/PLANTATION AIRPARK (JYL)

Visibility reduction by helicopters NA.
If local altimeter setting not received, use Savannah altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct JYL NDB and hold.

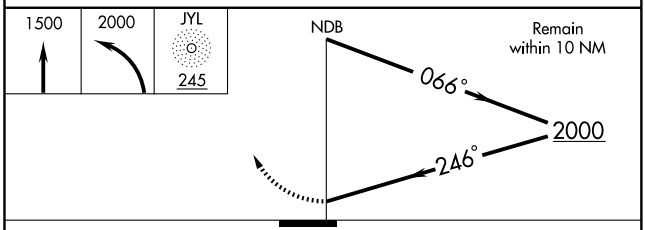
AWOS-3	JACKSONVILLE CENTER	UNICOM
118.875	132.5 363.2	122.8 (CTAF) L





MIRL Rwy 5-23 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-23	700-1 512 (600-1)		700-1½ 512 (600-1½)	700-1¾ 512 (600-1¾)
CIRCLING	700-1 512 (600-1)		700-1½ 512 (600-1½)	740-2 552 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	5000
CH 93605	051°	TDZE	178
W05A		Apt Elev	188

RNAV (GPS) RWY 5

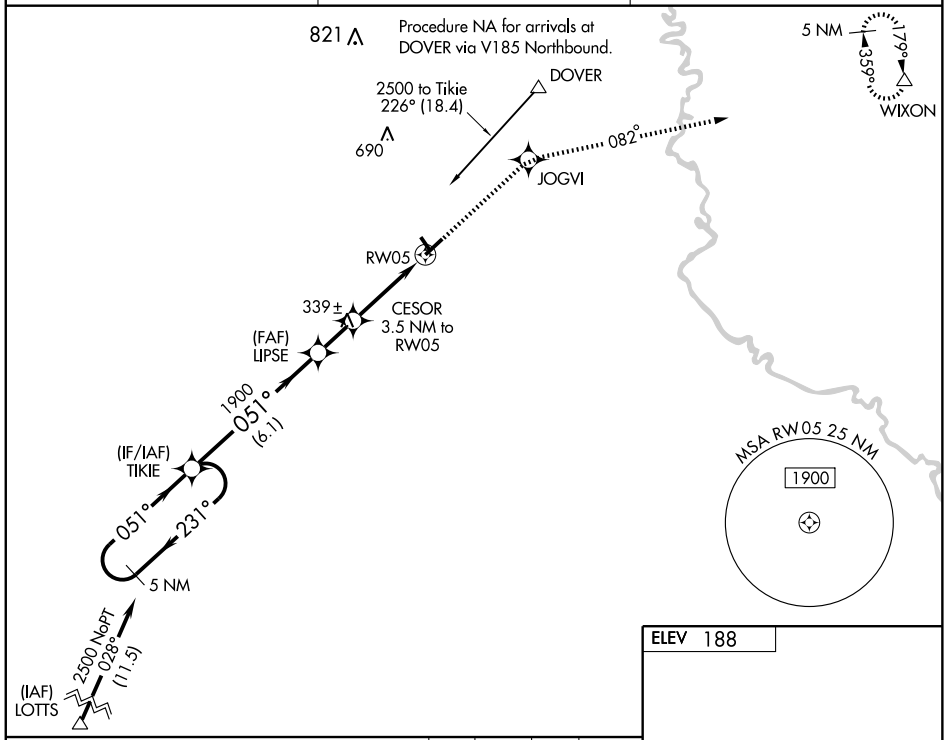
SYLVANIA/ PLANTATION AIRPARK (JYL)

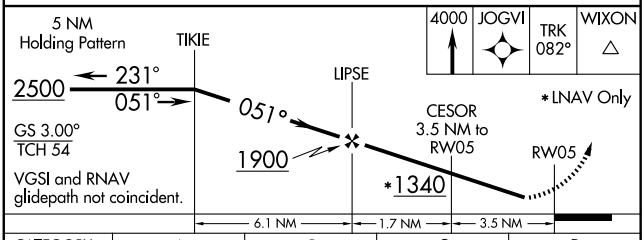
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA.

If local altimeter setting not received, use Savannah altimeter setting and increase LPV DA to 583 feet; LNAV/VNAV DA to 604 feet; increase all MDAs 120 feet.

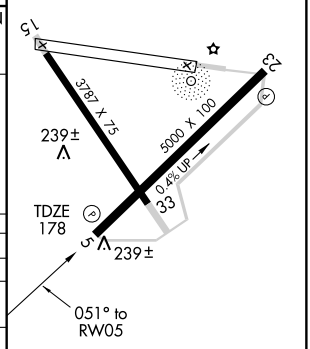
MISSED APPROACH: Climb to 4000 direct JOGVI and via 082° track to WIXON and hold, continue climb-in-hold to 4000.

AWOS-3	JACKSONVILLE CENTER	UNICOM
118.875	132.5 363.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	478-1	300 (300-1)		
LNAV/VNAV DA	499-1	321 (400-1)		
LNAV MDA	500-1	322 (400-1)		
CIRCLING	640-1	452 (500-1)	640-1½ 452 (500-1½)	740-2 552 (600-2)



SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	5000
CH 93799	232°	TDZE	188
W23A		Apt Elev	188

RNAV (GPS) RWY 23

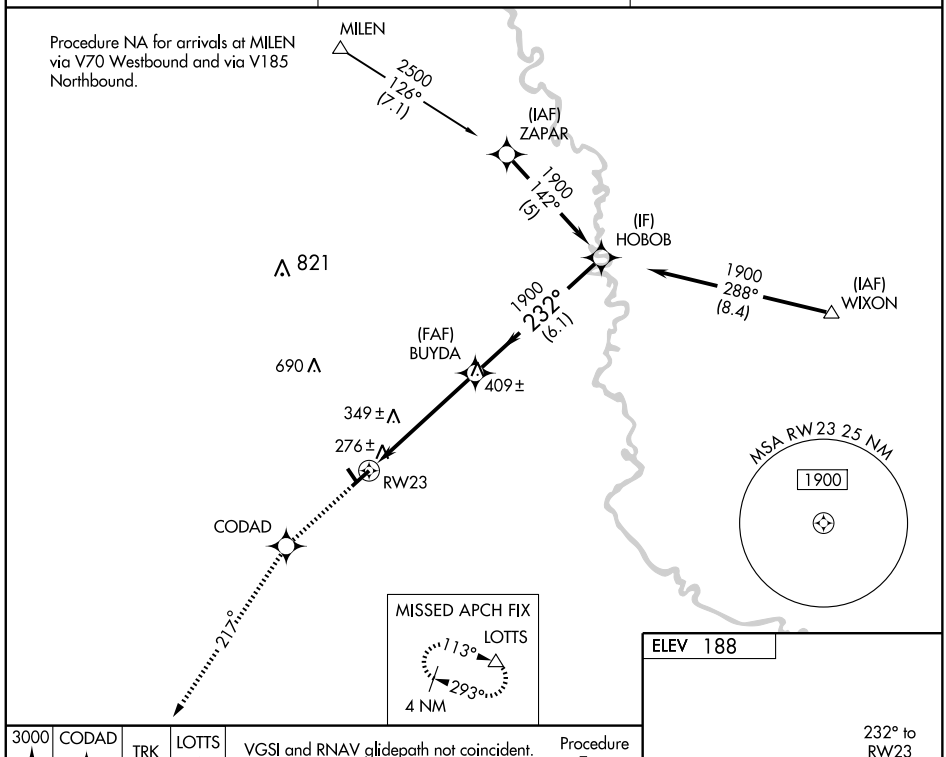
SYLVANIA/ PLANTATION AIRPARK (JYL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

If local altimeter setting not received, use Savannah altimeter setting and increase LPV DA to 620 feet; LNAV/VNAV DA to 664 feet; increase all MDAs 120 feet.

MISSED APPROACH: Climb to 3000 direct CODAD and via 217° track to LOTTS and hold.

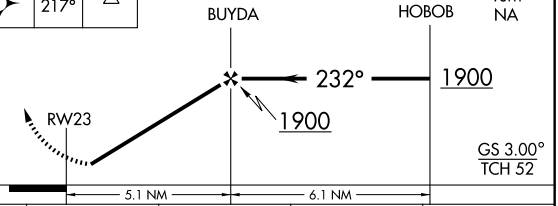
AWOS-3	JACKSONVILLE CENTER	UNICOM
118.875	132.5 363.2	122.8 (CTAF)

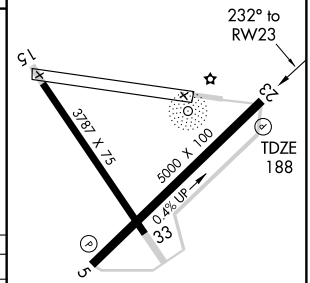


3000	CODAD	TRK 217°	LOTTS

VGSI and RNAV glidepath not coincident.

Procedure Turn NA





CATEGORY	A	B	C	D
LPV DA	515-1 327 (400-1)			
LNAV/ VNAV DA	559-1¼ 371 (400-1¼)			
LNAV MDA	600-1 412 (500-1)		600-1¼ 412 (500-1¼)	
CIRCLING	640-1 452 (500-1)		640-1½ 452 (500-1½)	740-2 552 (600-2)

MIRL Rwy 5-23

SE-4, 22 OCT 2009 to 19 NOV 2009

ILS or LOC RWY 30

THOMASTON-UPSON COUNTY (OPN)

LOC/DME I-OPN	APP CRS	Rwy ldg	5651
109.75	301°	TDZE	796
Chan 34 (Y)		Apt Elev	798

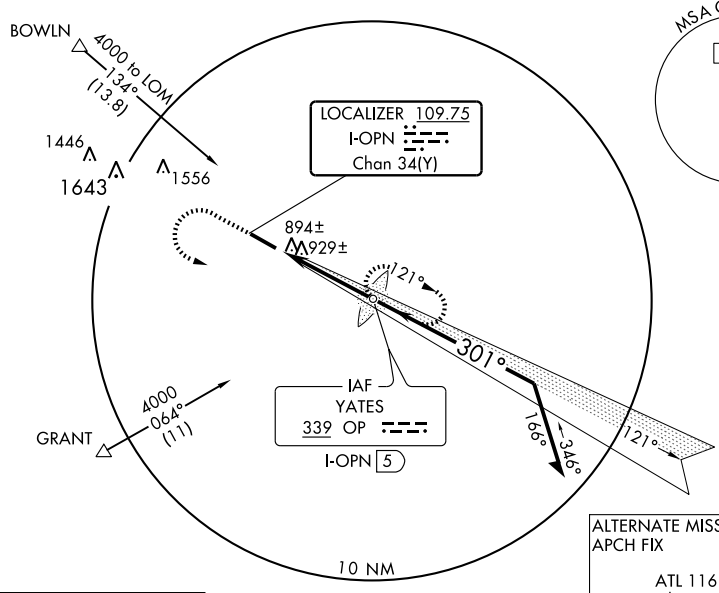
ADF REQUIRED. When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all DA 68 feet and all MDA 80 feet; increase S-LOC 30 Cats C and D visibility ¼ mile. For inoperative MALSR when using Peachtree City-Falcon Field altimeter setting, increase S-ILS 30 all Cats visibility to 1 mile. VDP NA when using Peachtree City-Falcon Field altimeter setting.

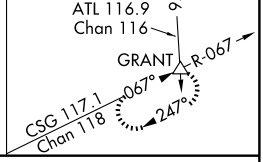
NA

MALSR

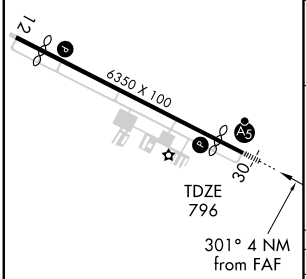
MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct YATES LOM and hold, continue climb-in-hold to 3000.

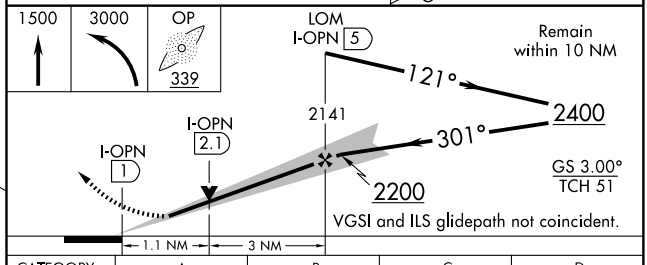
AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
133.975	124.2 279.6	121.725	122.8 (CTAF) L





ADF REQUIRED





MIRL Rwy 12-30 L

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
S-ILS 30	996-½ 200 (200-½)			
S-LOC 30	1160-½ 364 (400-½)			1160-¾ 364 (400-¾)
CIRCLING	1260-1 462 (500-1)		1260-1½ 462 (500-1½)	1360-2 562 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

NDB OP	APP CRS	Rwy Idg	5651
339	302°	TDZE	796
		Apt Elev	798

NDB RWY 30

THOMASTON-UPSON COUNTY (OPN)

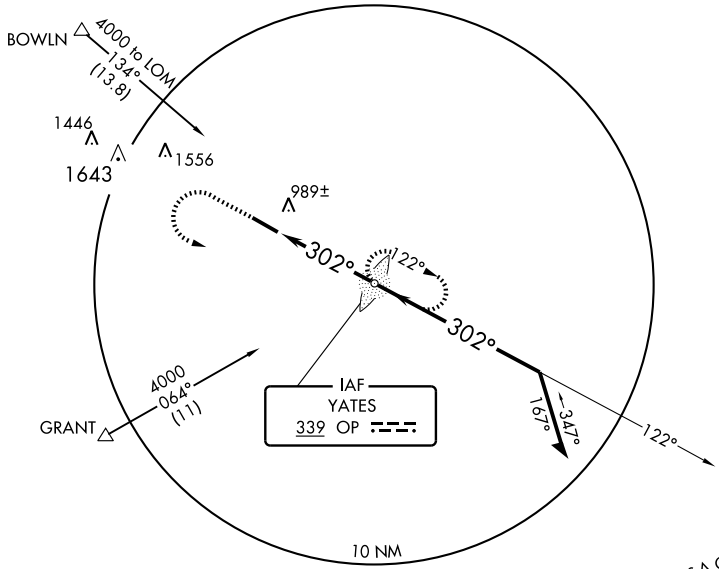
NA

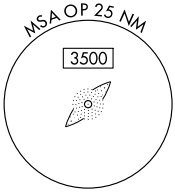
When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all MDA 80 feet; increase S-30 Cats C, D visibility ¼ mile.

MALSR

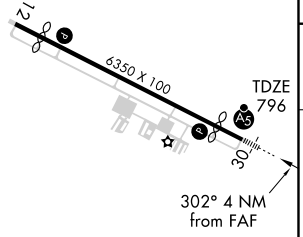
MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct YATES LOM and hold.

AWOS-3	ATLANTA APP CON★	GCO	UNICOM
133.975	124.2 279.6	121.725	122.8 (CTAF) L



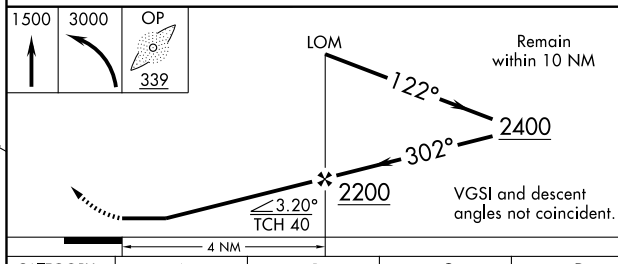


ELEV 798



MIRL Rwy 12-30 L

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



CATEGORY	A	B	C	D
S-30	1300-¾ 504 (600-¾)		1300-1 504 (600-1)	1300-1¼ 504 (600-1¼)
CIRCLING	1300-1 502 (600-1)		1300-1½ 502 (600-1½)	1360-2 562 (600-2)

WAAS CH 63115 W12A	APP CRS 121°	Rwy Idg 5702 TDZE 791 Apt Elev 798

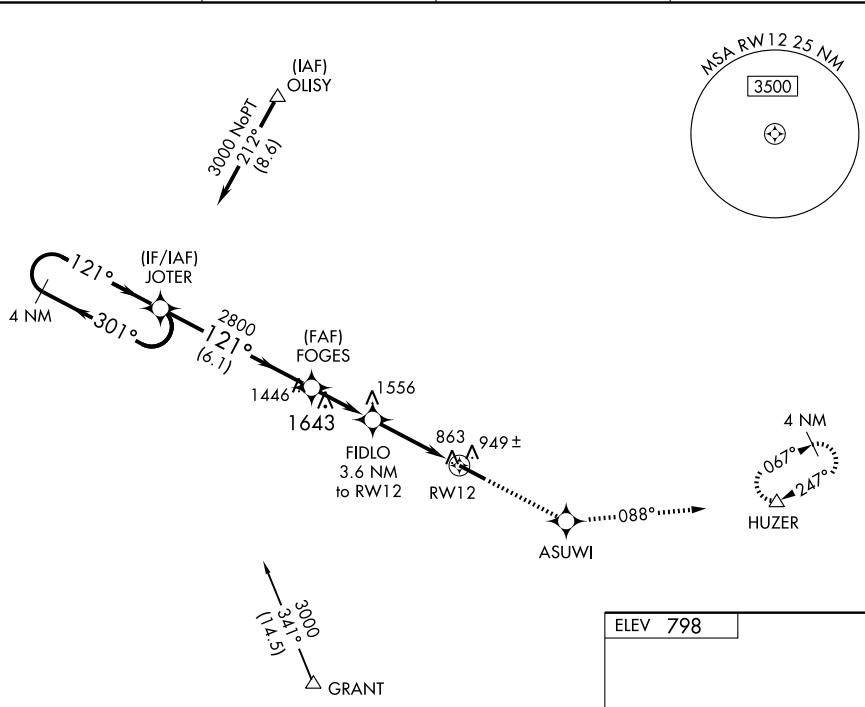
RNAV (GPS) RWY 12

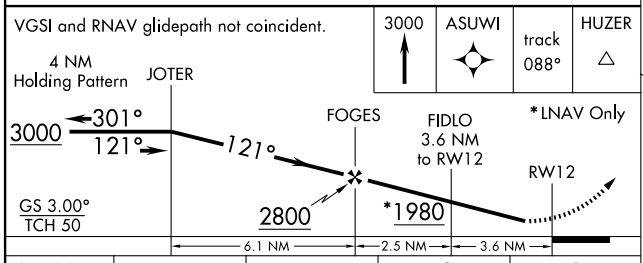
THOMASTON-UPSON COUNTY (OPN)

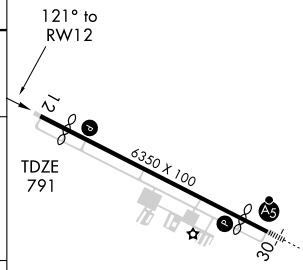
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all DA 68 feet and all MDA 80 feet; increase LPV visibility ¼ mile all Cats, LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct ASUWI and via track 088° to HUZER and hold.

AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
133.975	124.2 279.6	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1063-1		272 (300-1)	
LNAV MDA	1200-1 409 (500-1)		1200-1¼ 409 (500-1¼)	
CIRCLING	1300-1 502 (600-1)		1300-1½ 502 (600-1½)	1360-2 562 (600-2)

MIRL Rwy 12-30 L

SE-4, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-TVI	APP CRS	Rwy Idg	5496
110.1	222°	TDZE	242
Chan 38		Apt Elev	264

ILS or LOC RWY 22

THOMASVILLE RGNL (TVI)

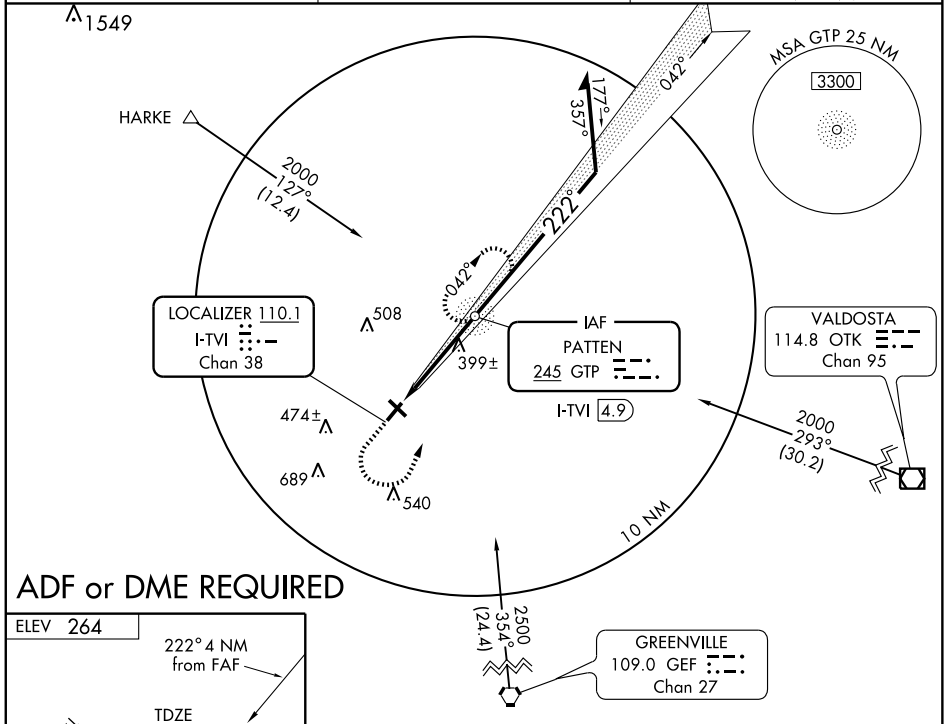
Inoperative table does not apply to S-LOC 22 Cat. C. ADF REQUIRED. When local altimeter setting not received, use Valdosta altimeter setting and increase DA to 683 feet, increase all MDAs 100 feet, increase S-ILS 22 visibilities ¼ mile, S-LOC 22 Cat. C ¼ mile, and Cat. D ½ mile. VDP NA when using Valdosta altimeter setting.

NA

MALSF

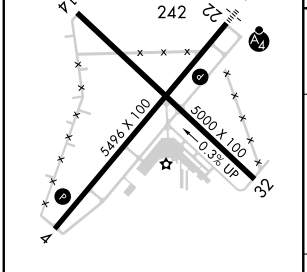
MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct GTP NDB and hold.

AWOS-3	VALDOSTA APP CON★	UNICOM
119.175	126.6 285.6	123.075 (CTAF)



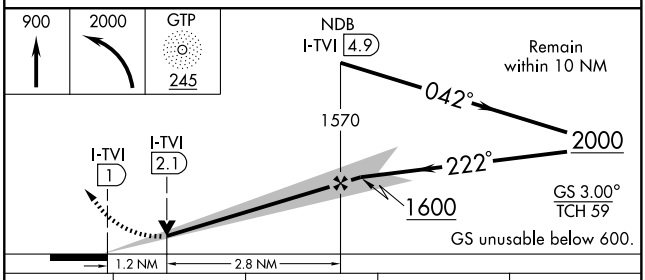
ADF or DME REQUIRED

ELEV 264



REIL Rwy 22
LIRL Rwy 14-32
MIRL Rwy 4-22

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



CATEGORY	A	B	C	D
S-ILS 22	600-1¼ 358 (400-1¼)			
S-LOC 22	660-¾ 418 (400-¾)		660-1¼ 418 (400-1¼)	
CIRCLING	680-1 416 (500-1)	720-1 456 (500-1)	720-1½ 456 (500-1½)	840-2 576 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

NDB GTP	APP CRS	Rwy Idg	5496
245	222°	TDZE	242
		Apt Elev	264

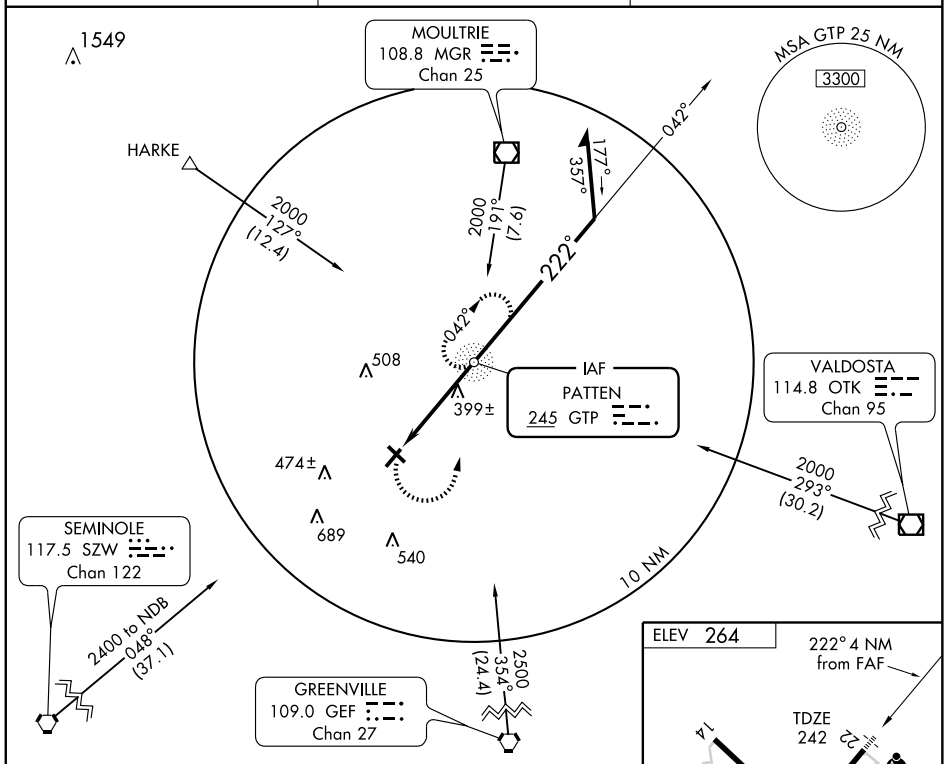
NDB RWY 22
THOMASVILLE RGNL (TVI)

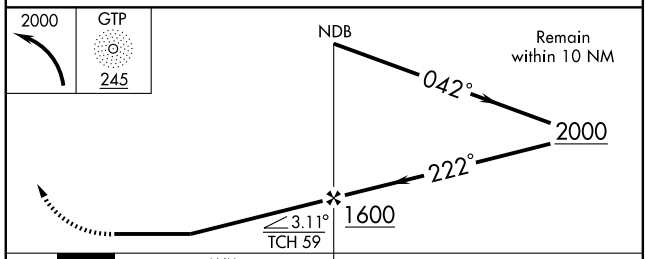
NA — Inoperative table does not apply to S-22 Cat. C. When local altimeter setting not received, use Valdosta altimeter setting and increase all MDAs 100 feet, increase S-22 Cat. C and D visibility ¼ mile, Circling Cat. D visibility ¼ mile.

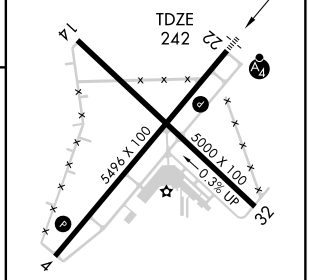
MALSF

MISSED APPROACH: Climbing left turn to 2000 direct GTP NDB and hold, continue climb-in-hold to 2000.

AWOS-3	VALDOSTA APP CON ★	UNICOM
119.175	126.6 285.6	123.075 (CTAF) L







REIL Rwy 22
LIRL Rwy 14-32
MIRL Rwy 4-22 L

CATEGORY	A	B	C	D
S-22	700-¾ 458 (500-¾)		700-1¼ 458 (500-1¼)	700-1½ 458 (500-1½)
CIRCLING	700-1 436 (500-1)	720-1 456 (500-1)	720-1½ 456 (500-1½)	840-2 576 (600-2)

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	5496
CH 69604	222°	TDZE	242
W22A		Apt Elev	264

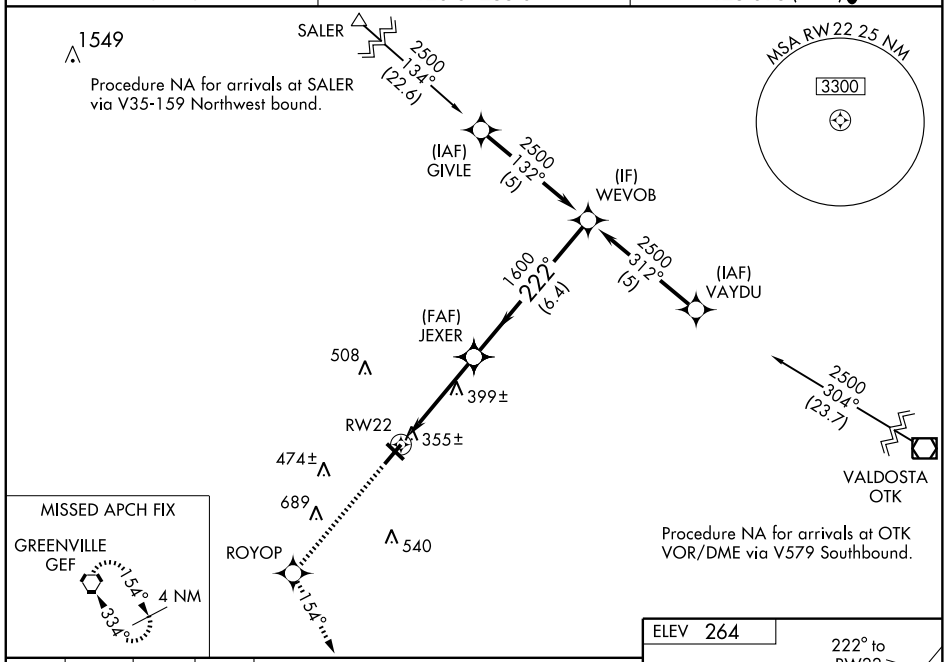
RNAV (GPS) RWY 22
THOMASVILLE RGNL (TVI)

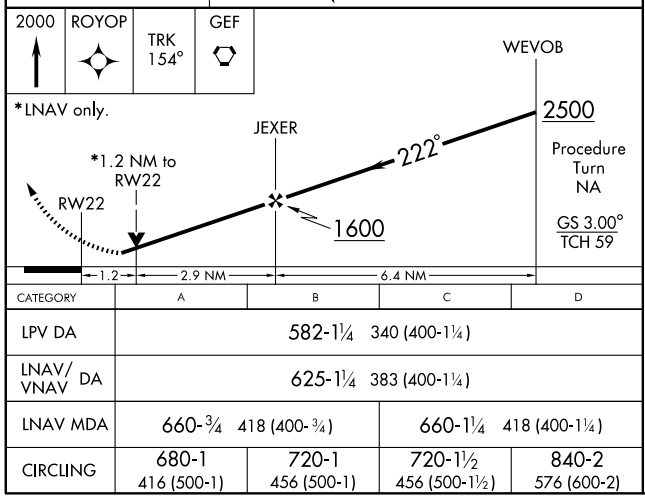
T NA Inoperative table does not apply to LNAV/VNAV and LNAV Cat. C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). Visibility reduction by helicopters NA. If local altimeter not received, use Valdosta Rgnl altimeter setting and increase all DAs/MDAs 100 feet. VDP and Baro-VNAV NA when using Valdosta Rgnl altimeter setting.

MALSF

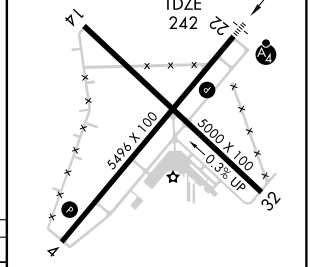
MISSED APPROACH: Climb to 2000 direct ROYOP and via 154° track to GEF VORTAC and hold.

AWOS-3	VALDOSTA APP CON★	UNICOM
119.175	126.6 285.6	123.075 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	582-1¼ 340 (400-1¼)			
LNAV/VNAV DA	625-1¼ 383 (400-1¼)			
LNAV MDA	660-¾ 418 (400-¾)		660-1¼ 418 (400-1¼)	
CIRCLING	680-1 416 (500-1)	720-1 456 (500-1)	720-1½ 456 (500-1½)	840-2 576 (600-2)

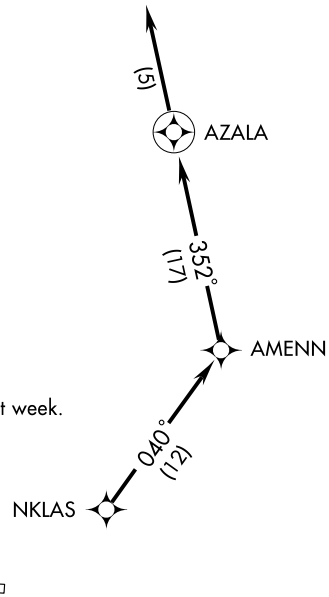


REIL Rwy 22
LIRL Rwy 14-32
MIRL Rwy 4-22 L

SE-4, 22 OCT 2009 to 19 NOV 2009

AZALA TWO DEPARTURE (RNAV)

AUGUSTA DEP CON ★
126.8 270.3
CTAF
122.8



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For Prop aircraft during Masters golf tournament week.

TAKEOFF MINIMUMS:
Rwy 10: STANDARD.
Rwy 28: 200-1¼ or STANDARD with a minimum climb of 240 feet per NM to 700, or alternatively, with standard takeoff minimums and a normal 200 feet/NM climb gradient, takeoff must occur no later than 1800 feet prior to departure end of runway.

NOTE: Chart not to scale.

SE-4, 22 OCT 2009 to 19 NOV 2009

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10, 28: Climb heading assigned by ATC, expect vectors to NKLAS, then via depicted route to AZALA, then fly heading 352°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

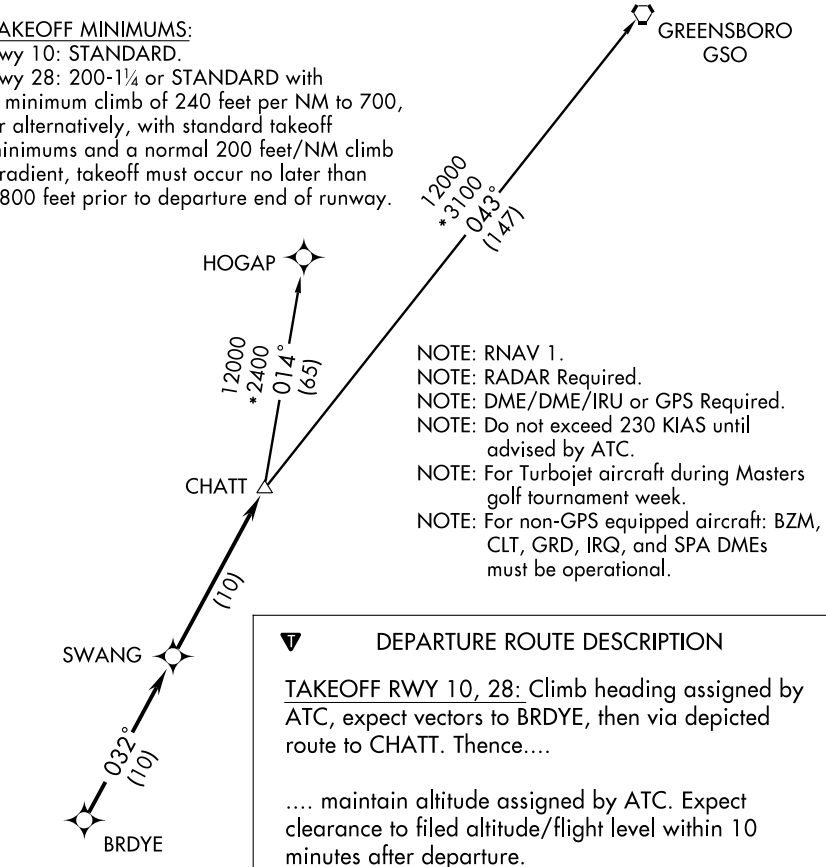
TAKEOFF OBSTACLE NOTES:

Rwy10: Numerous trees beginning abeam DER, 31' left of centerline, up to 100' AGL/599' MSL. Building 934' from DER, 19' left of centerline, 50' AGL/549' MSL. Numerous trees beginning 377' from DER, 94' right of centerline, up to 100' AGL/599' MSL.

Rwy 28: Tree 5,715' from DER, 553' left of centerline, 100' AGL/619'MSL. Numerous trees beginning 32' from DER, 216' right of centerline, up to 100' AGL/579' MSL. Numerous trees beginning 8' from DER, 53' left of centerline, up to 100' AGL/629' MSL.

AUGUSTA DEP CON ★
126.8 270.3
CTAF
122.8

TAKEOFF MINIMUMS:
Rwy 10: STANDARD.
Rwy 28: 200-1¼ or STANDARD with a minimum climb of 240 feet per NM to 700, or alternatively, with standard takeoff minimums and a normal 200 feet/NM climb gradient, takeoff must occur no later than 1800 feet prior to departure end of runway.



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For Turbojet aircraft during Masters golf tournament week.
NOTE: For non-GPS equipped aircraft: BZM, CLT, GRD, IRQ, and SPA DMEs must be operational.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10, 28: Climb heading assigned by ATC, expect vectors to BRDYE, then via depicted route to CHATT. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

GREENSBORO TRANSITION (CHATT2.GSO):
HOGAP TRANSITION (CHATT2.HOGAP):

TAKEOFF OBSTACLE NOTES:
Rwy 10: Numerous trees beginning abeam DER, 31' left of centerline, up to 100' AGL/599' MSL. Building 934' from DER, 19' left of centerline, 50' AGL/549' MSL. Numerous trees beginning 377' from DER, 94' right of centerline, up to 100' AGL/599' MSL.
Rwy 28: Tree 5,715' from DER, 553' left of centerline, 100' AGL/619' MSL. Numerous trees beginning 32' from DER, 216' right of centerline, up to 100' AGL/579' MSL. Numerous trees beginning 8' from DER, 53' left of centerline, up to 100' AGL/629' MSL.

NOTE: Chart not to scale

SE-4, 22 OCT 2009 to 19 NOV 2009

LOC I-AAQ	APP CRS	Rwy Idg	5208
110.75	097°	TDZE	468
		Apt Elev	498

ILS RWY 10

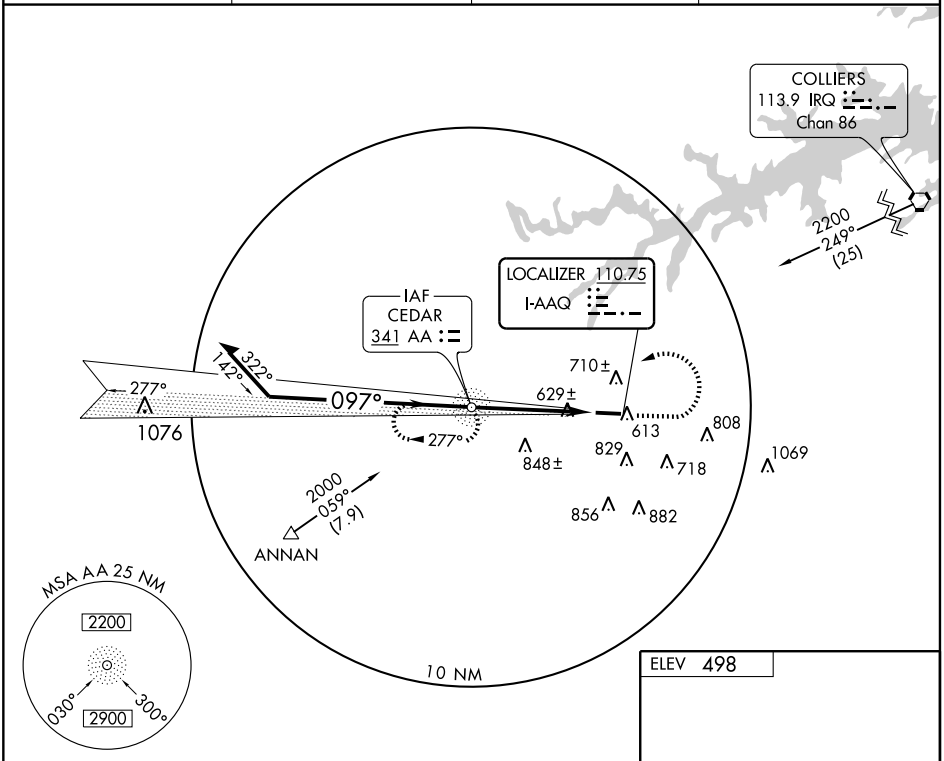
THOMSON-McDUFFIE COUNTY (HQU)

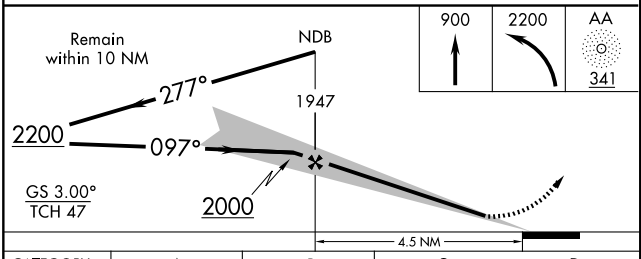
NA

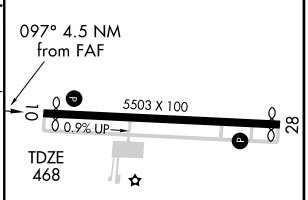
ADF REQUIRED

MISSED APPROACH: Climb to 900 then climbing left turn to 2200 direct CEDAR NDB and hold.

AWOS-3	AUGUSTA APP CON ★	UNICOM	GCO
120.625	126.8 270.3	122.8 (CTAF) L	121.725







HIRL Rwy 10-28 L

CATEGORY	A	B	C	D
S-ILS 10	768-1 300 (300-1)			NA
S-LOC 10	880-1 412 (400-1)		880-1¼ 412 (400-1¼)	NA
CIRCLING	1020-1 522 (600-1)	1080-1 582 (600-1)	1080-1½ 582 (600-1½)	NA

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

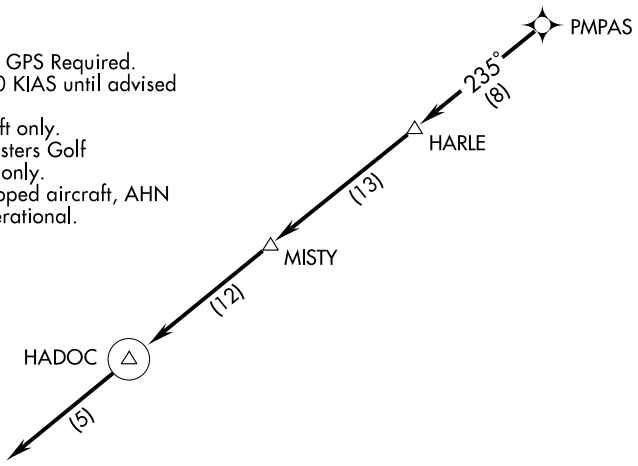
SE-4, 22 OCT 2009 to 19 NOV 2009

MISTY THREE DEPARTURE (RNAV)

THOMSON-McDUFFIE COUNTY (HQU)
THOMSON, GEORGIA

AUGUSTA DEP CON ★
126.8 270.3
CTAF
122.8

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For turbojet aircraft only.
NOTE: For use during Masters Golf Tournament week only.
NOTE: For non-GPS equipped aircraft, AHN DME must be operational.



TAKEOFF MINIMUMS:
Rwy 10: Standard. ATC climb of 440 feet per NM to 4000.
Rwy 28: 200-1¼ or Standard with a minimum obstacle climb of 240 feet per NM to 700, or alternatively, with standard takeoff minimums and a normal 200 feet/NM climb gradient. Takeoff must occur no later than 1800 feet prior to departure end of runway. ATC climb of 450 feet per NM to 4000.

NOTE: Chart not to scale.

SE-4, 22 OCT 2009 to 19 NOV 2009

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10, 28: Climb on assigned heading for radar vectors to PMPAS, then via depicted route to HADOC, thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:
Rwy 10: Numerous trees beginning abeam DER, 31 feet left of centerline, up to 100 feet AGL/599 feet MSL. Building 934 feet from DER, 19 feet left of centerline, 50 feet AGL/549 feet MSL. Numerous trees beginning 377 feet from DER, 94 feet right of centerline, up to 100 feet AGL/599 feet MSL.

Rwy 28: Tree 5,715 feet from DER, 553 feet left of centerline, 100 feet AGL/619 feet MSL. Numerous trees beginning 32 feet from DER, 216 feet right of centerline, up to 100 feet AGL/579 feet MSL. Numerous trees beginning 8 feet from DER, 53 feet left of centerline, up to 100 feet AGL/629 feet MSL.

NDB AA	APP CRS		
341	096°	Rwy Idg	5208
		TDZE	468
		Apt Elev	498

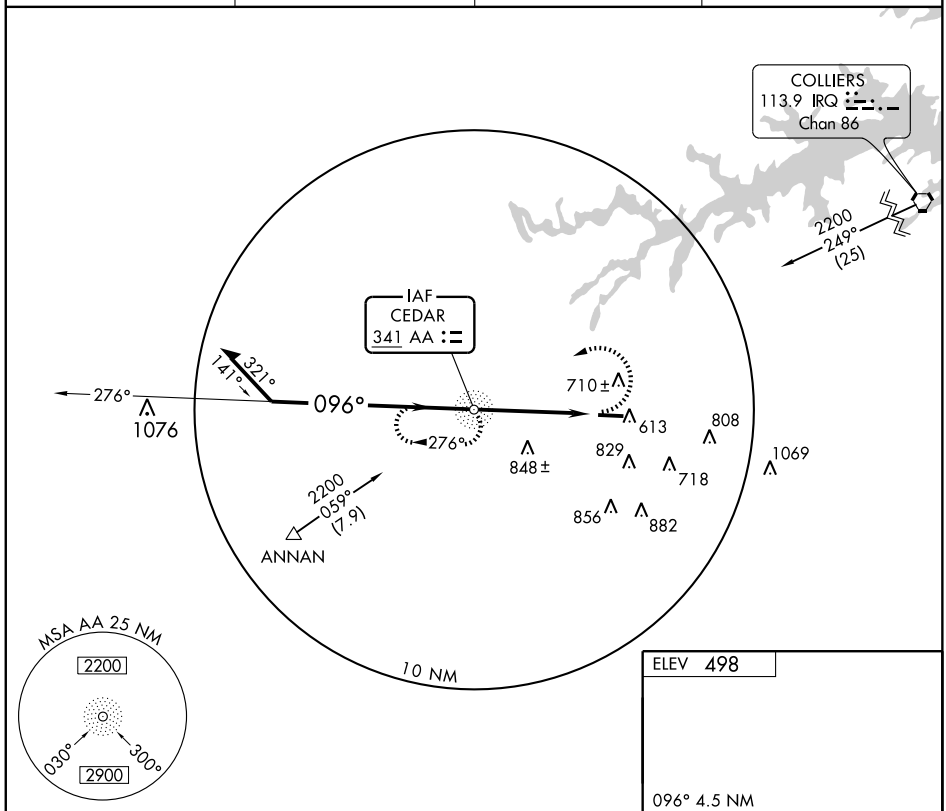
NDB RWY 10

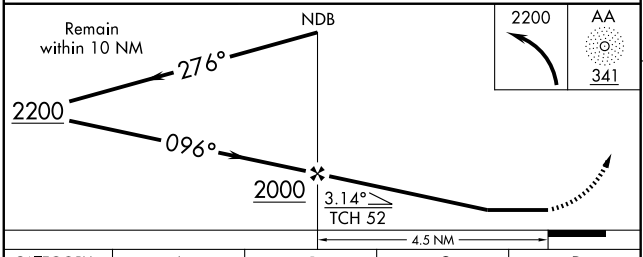
THOMSON-McDUFFIE COUNTY (HQU)

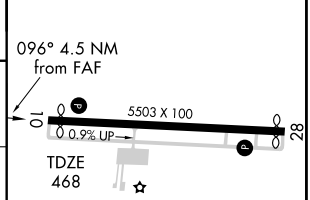
NA

MISSED APPROACH: Climbing left turn to 2200 direct CEDAR NDB and hold.

AWOS-3	AUGUSTA APP CON ★	UNICOM	GCO
120.625	126.8 270.3	122.8 (CTAF) L	121.725







HIRL Rwy 10-28 L

CATEGORY	A	B	C	D
S-10	1020-1 552 (600-1)		1020-1½ 552 (600-1½)	NA
CIRCLING	1020-1 522 (600-1)	1080-1 582 (600-1)	1080-1½ 582 (600-1½)	NA

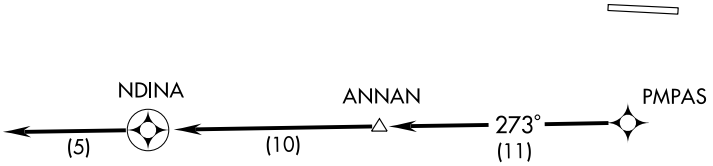
FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-4, 22 OCT 2009 to 19 NOV 2009

NDINA TWO DEPARTURE (RNAV)

AUGUSTA DEP CON ★
126.8 270.3
CTAF
122.8



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For Prop aircraft during Masters golf tournament week.
NOTE: For non-GPS equipped aircraft: IRQ and DBN DMEs must be operational.

TAKEOFF MINIMUMS:
Rwy 10: STANDARD.
Rwy 28: 200-1¼ or STANDARD with a minimum climb of 240 feet per NM to 700, or alternatively, with standard take-off minimums and a normal 200 feet/NM climb gradient, takeoff must occur no later than 1800 feet prior to departure end of runway.

NOTE: Chart not to scale.

SE-4, 22 OCT 2009 to 19 NOV 2009

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10, 28: Climb heading assigned by ATC, expect vectors to PMPAS, then via depicted route to NDINA, then fly heading 273°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:

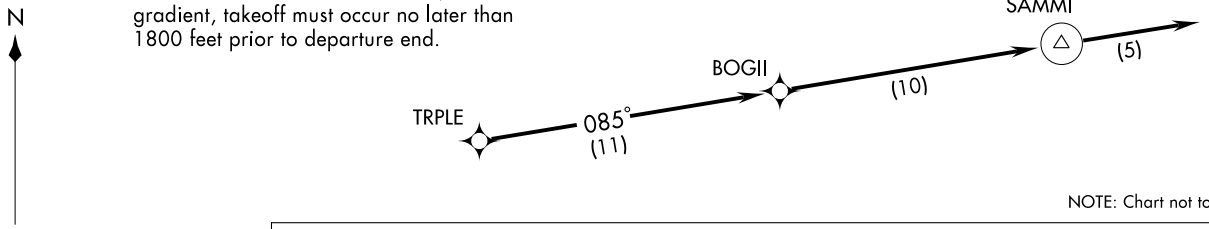
Rwy10: Numerous trees beginning abeam DER, 31′ left of centerline, up to 100′ AGL/599′ MSL. Building 934′ from DER, 19′ left of centerline, 50′ AGL/549′ MSL. Numerous trees beginning 377′ from DER, 94′ right of centerline, up to 100′ AGL/599′ MSL.

Rwy 28: Tree 5,715′ from DER, 553′ left of centerline, 100′ AGL/619′MSL. Numerous trees beginning 32′ from DER, 216′ right of centerline, up to 100′ AGL/579′ MSL. Numerous trees beginning 8′ from DER, 53′ left of centerline, up to 100′ AGL/629′ MSL.

AUGUSTA DEP CON ★
126.8 270.3
CTAF
122.8

TAKEOFF MINIMUMS:
Rwy 10: STANDARD.
Rwy 28: 200-1¼ or STANDARD with a minimum climb of 240 feet per NM to 700, or alternatively, with standard takeoff minimums and a normal 200 feet/NM climb gradient, takeoff must occur no later than 1800 feet prior to departure end.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10,28: Climb heading assigned by ATC, expect vectors to TRPLE, then via depicted route to SAMMI, then fly heading 085°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:
Rwy 10: Numerous trees beginning abeam DER, 31' left of centerline, up to 100' AGL/599' MSL. Building 934' from DER, 19' left of centerline, 50' AGL/549' MSL. Numerous trees beginning 377' from DER, 94' right of centerline, up to 100' AGL/599' MSL.
Rwy 28: Tree 5,715' from DER, 553' left of centerline, 100' AGL/619' MSL. Numerous trees beginning 32' from DER, 216' right of centerline, up to 100' AGL/579' MSL. Numerous trees beginning 8' from DER, 53' left of centerline, up to 100' AGL/629' MSL.

(SAMMI2.SAMMI) 08157
SAMMI TWO DEPARTURE (RNAV) SL-6201 (FAA)
THOMSON-McDUFFIE COUNTY (HQU)
THOMSON, GEORGIA

VORTAC IRQ	APP CRS	Rwy Idg	N/A
113.9	243°	TDZE	N/A
Chan 86		Apt Elev	498

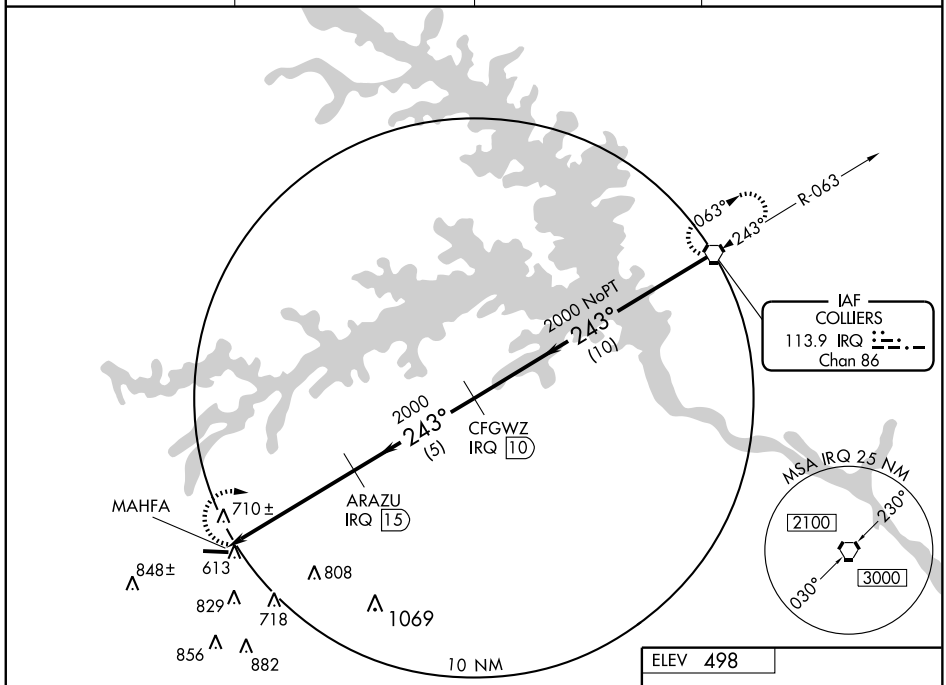
VOR/DME or GPS-A

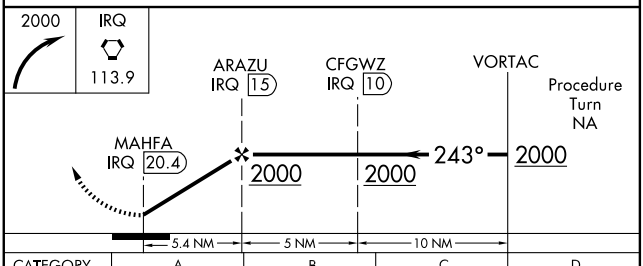
THOMSON-McDUFFIE COUNTY (HQU)

NA

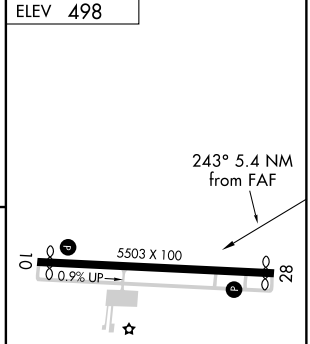
MISSED APPROACH: Climbing right turn to 2000 direct IRQ VORTAC and hold.

AWOS-3	AUGUSTA APP CON ★	UNICOM	GCO
120.625	126.8 270.3	122.8 (CTAF) L	121.725





CATEGORY	A	B	C	D
CIRCLING	1080-1 582 (600-1)	1080-1¼ 582 (600-1¼)	1080-1½ 582 (600-1½)	NA



HIRL Rwy 10-28 L

SE-4, 22 OCT 2009 to 19 NOV 2009

TIFTON, GEORGIA

AL-5398 (FAA)

LOC/DME I-TMA	APP CRS	Rwy Idg	5504
109.7	332°	TDZE	354
Chan 34		Apt Elev	355

ILS RWY 33

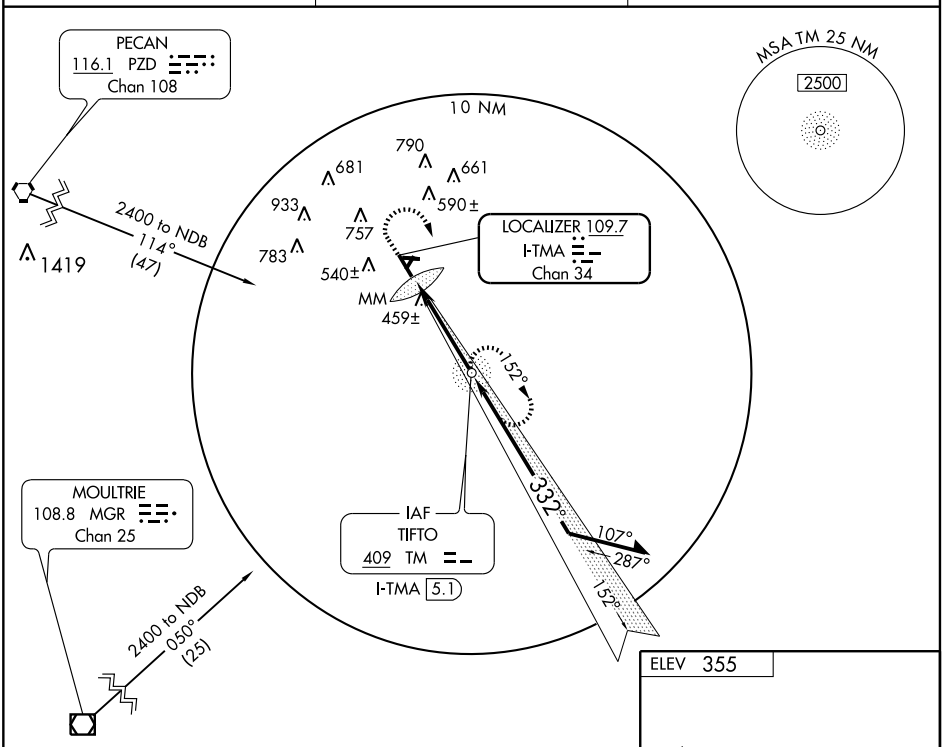
TIFTON/HENRY TIFT MYERS (TMA)

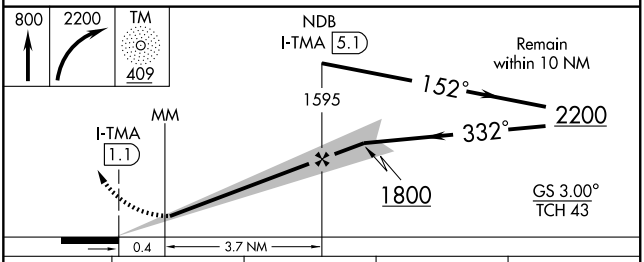
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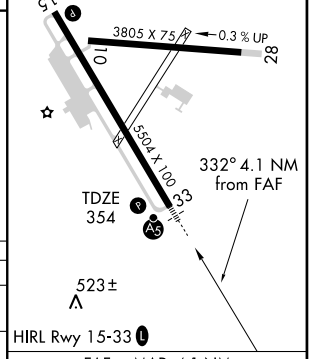
MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 2200 direct TM NDB and hold.

AWOS-3	VALDOSTA APP CON ★	UNICOM
118.525	126.6 285.6	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 33	554-½ 200 (200-½)			
S-LOC 33	720-½ 366 (400-½)			720-¾ 366 (400-¾)
CIRCLING	900-1 545 (600-1)		920-1½ 565 (600-1½)	1060-2 705 (800-2)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SE-4, 22 OCT 2009 to 19 NOV 2009

NDB TM	APP CRS	Rwy ldg	5504
409	331°	TDZE	354
		Apt Elev	355

NDB or GPS RWY 33

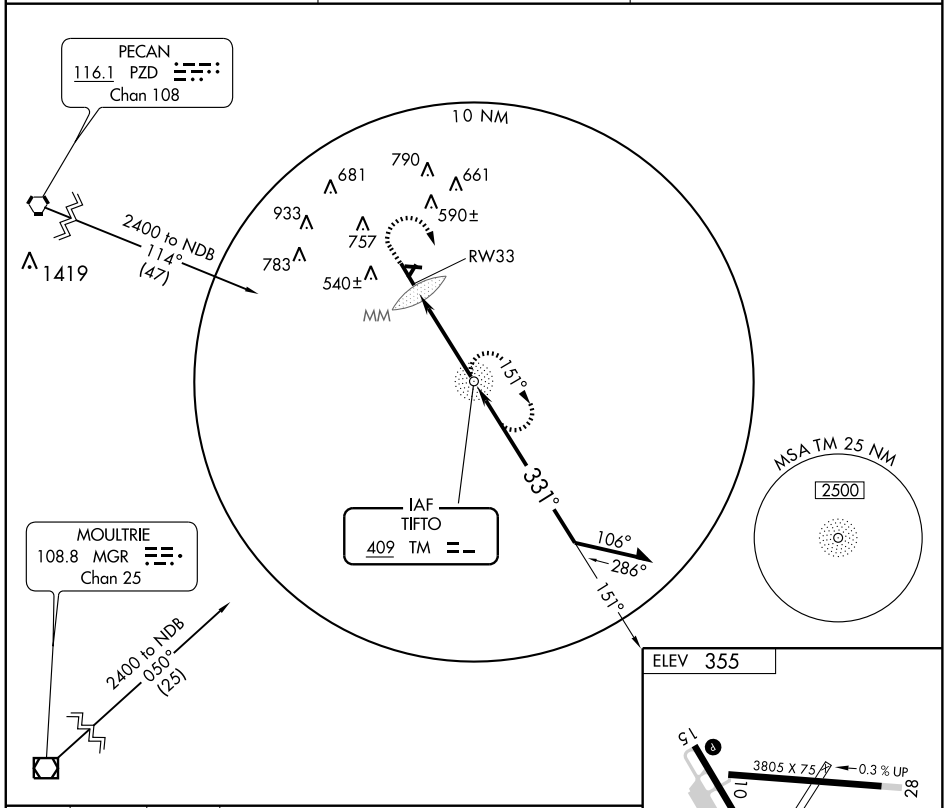
TIFTON/HENRY TIFT MYERS (TMA)

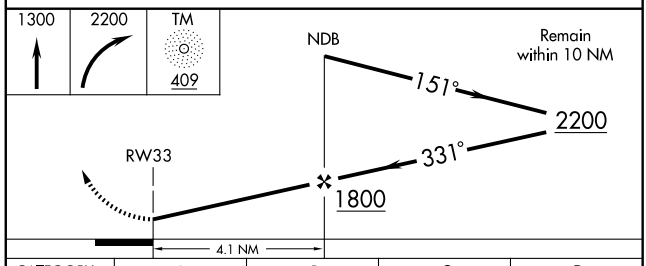
For inoperative MALSR, increase S-33 Cat A/B visibility to 1.

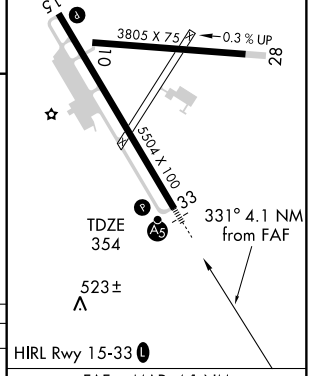
MALSR

MISSED APPROACH: Climb to 1300 then climbing right turn to 2200 direct to TM NDB and hold.

AWOS-3	VALDOSTA APP CON ★	UNICOM
118.525	126.6 285.6	122.7 (CTAF)







CATEGORY	A	B	C	D
S-33	840-¾ 486 (500-¾)			840-1¼ 486 (500-1¼)
CIRCLING	900-1 545 (600-1)		920-1½ 565 (600-1½)	1060-2¼ 705 (800-2¼)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SE-4, 22 OCT 2009 to 19 NOV 2009

VOR IFM 112.5	APP CRS 264°	Rwy ldg 3805 TDZE 350 Apt Elev 355

VOR or GPS RWY 28

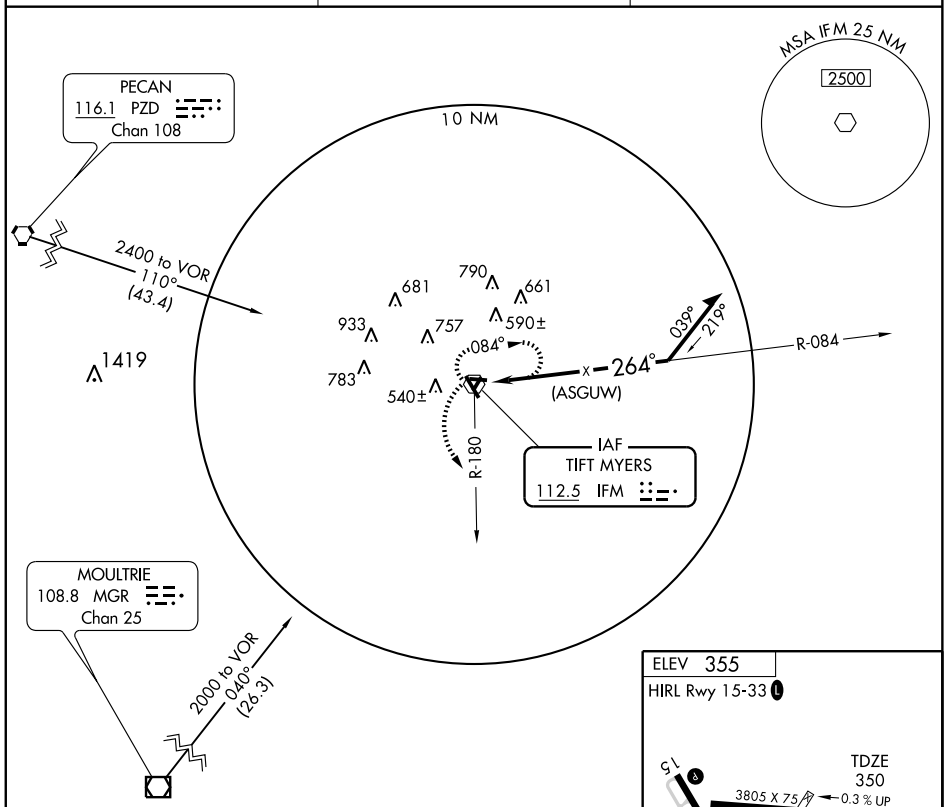
TIFTON/HENRY TIFT MYERS (TMA)

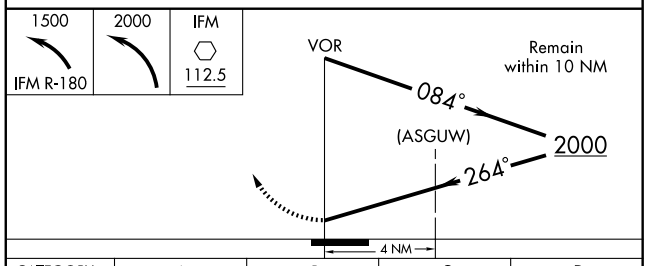
NA

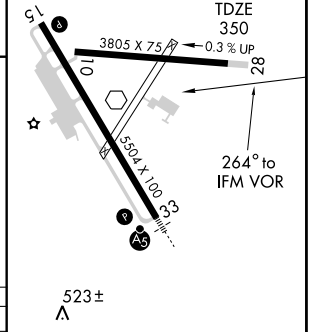
S-28 minimums NA at night.

MISSED APPROACH: Climbing left turn to 1500 via IFM R-180, then climbing left turn to 2000 direct IFM VOR and hold.

AWOS-3	VALDOSTA APP CON ★	UNICOM
118.525	126.6 285.6	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-28	840-1	490 (500-1)	840-1¼ 490 (500-1¼)	840-1½ 490 (500-1½)
CIRCLING	900-1	545 (600-1)	920-1½ 565 (600-1½)	1060-2¼ 705 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

SE-4, 22 OCT 2009 to 19 NOV 2009

VOR IFM	APP CRS	Rwy Idg	5504
112.5	335°	TDZE	354
		Apt Elev	355

VOR RWY 33

TIFTON/HENRY TIFT MYERS (TMA)

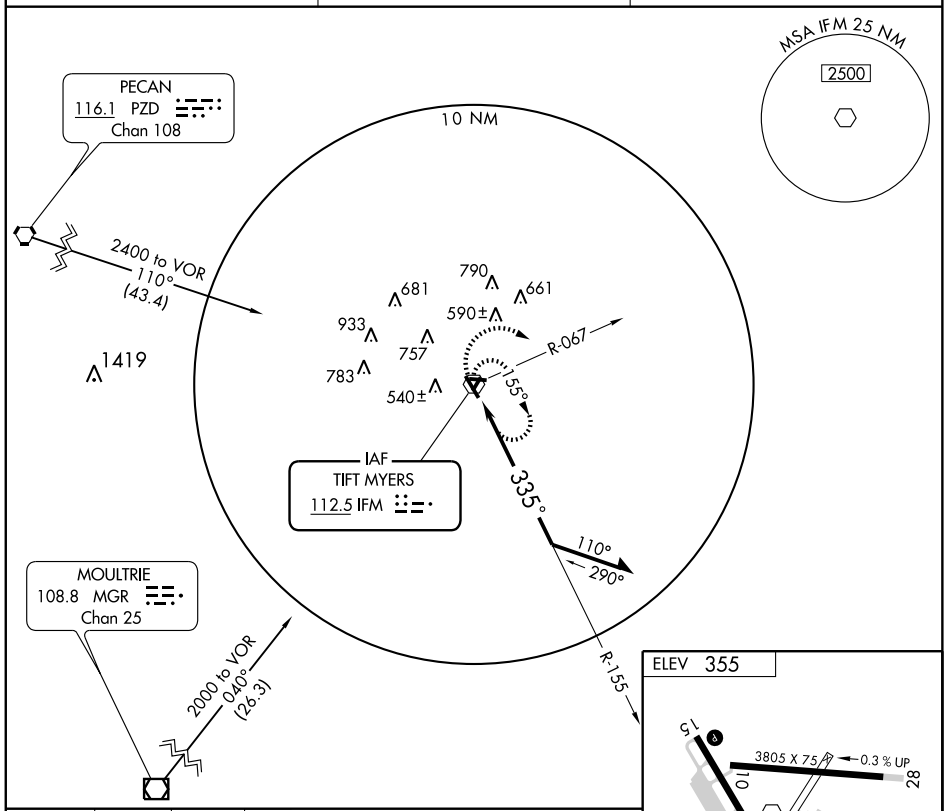
For inoperative MALSR, increase S-33 Cat A/B visibility to 1.

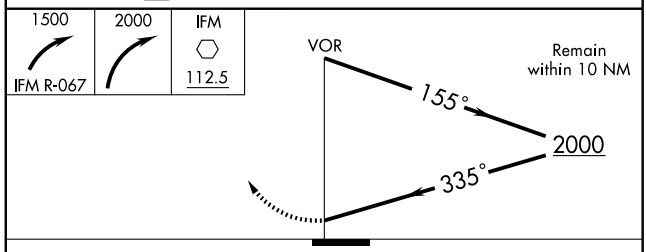
NA

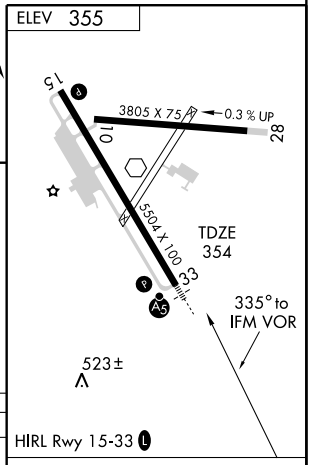
MALSR

MISSED APPROACH: Climbing right turn to 1500 via IFM R-067, then climbing right turn to 2000 direct IFM VOR and hold.

AWOS-3	VALDOSTA APP CON ★	UNICOM
118.525	126.6 285.6	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-33	840-¾ 486 (500-¾)			840-1 486 (500-1)
CIRCLING	900-1 545 (600-1)		920-1½ 565 (600-1½)	1060-2¼ 705 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

SE-4, 22 OCT 2009 to 19 NOV 2009

TOCCOA, GEORGIA

AL-5262 (FAA)

WAAS	APP CRS	Rwy Idg	5008
CH 65705	026°	TDZE	996
W02A		Apt Elev	996

RNAV (GPS) RWY 2

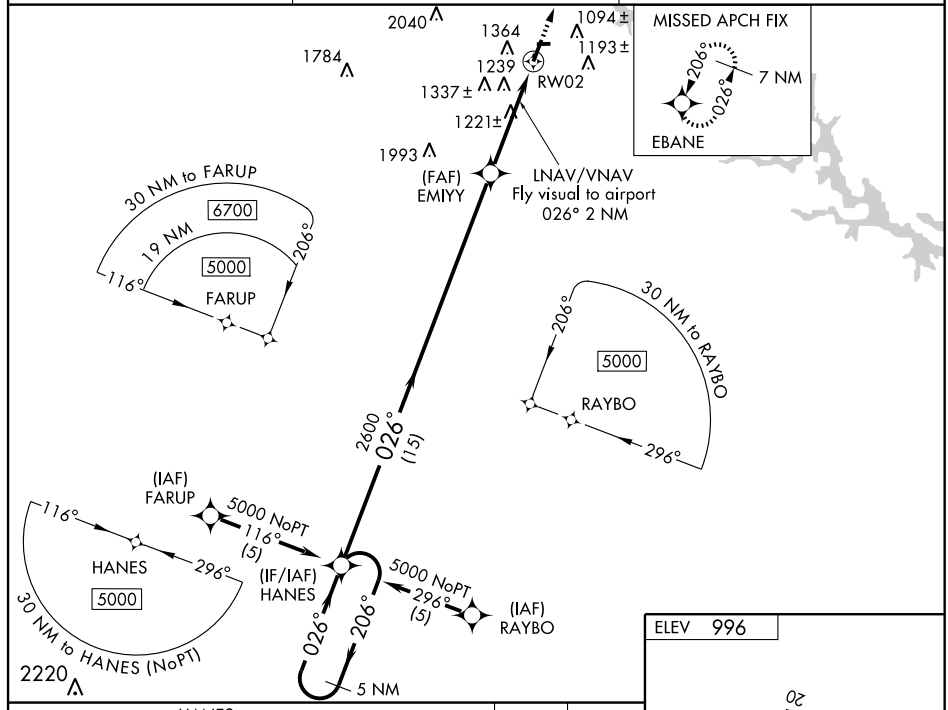
TOCCOA RG LETOURNEAU FIELD (TOC)

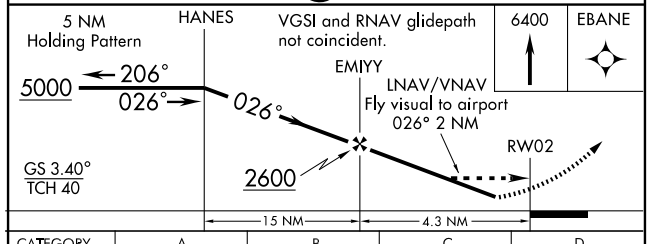
T
A NA

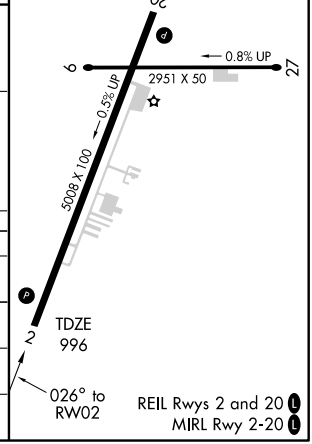
Baro-VNAV NA when using Gainesville altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Gainesville altimeter setting and increase LPV DA to 1507 feet, LNAV/VNAV DA to 1859 feet; increase all MDAs 120 feet.

MISSED APPROACH: Climb to 6400 direct EBANE and hold, continue climb-in-hold to 6400.

AWOS-3	ATLANTA CENTER	UNICOM
119.625	134.8 307.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1392-1¼	396 (400-1¼)	NA	
LNAV/VNAV DA	1744-2	748 (800-2)	NA	
LNAV MDA	1620-1	624 (700-1)	NA	
CIRCLING	1680-1	684 (700-1)	NA	

SE-4, 22 OCT 2009 to 19 NOV 2009

TOCCOA, GEORGIA

AL-5262 (FAA)

WAAS	APP CRS	Rwy ldg	5008
CH 61005	206°	TDZE	980
W20A		Apt Elev	996

RNAV (GPS) RWY 20

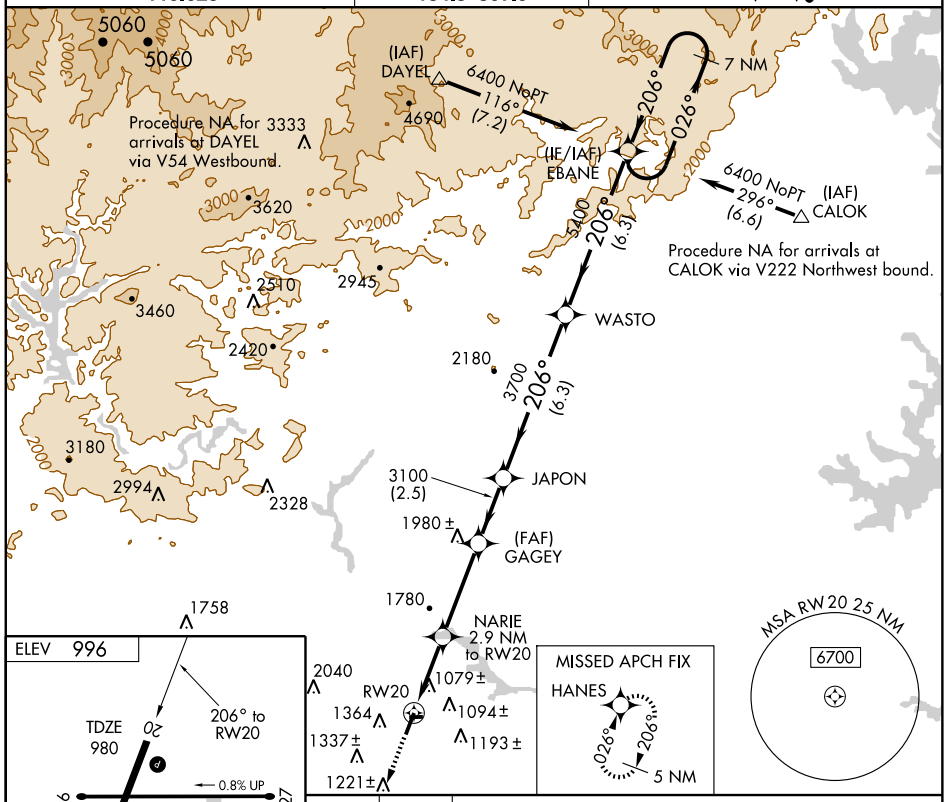
TOCCOA RG LETOURNEAU FIELD (TOC)

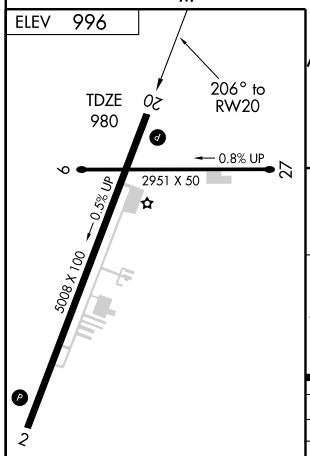
Baro-VNAV NA when using Gainesville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F).DME/DME RNP-0.3 NA. If local altimeter setting not received, use Gainesville altimeter setting and increase LPV DA to 1345 feet, LNAV/VNAV DA to 1510 feet; increase all MDAs 120 feet.

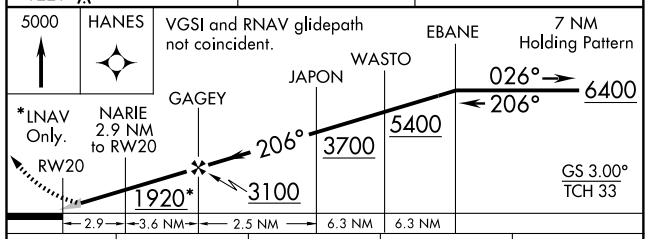
NA

MISSED APPROACH: Climb to 5000 direct HANES and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.625	134.8 307.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1230-1 250 (300-1)		NA	
LNAV/VNAV DA	1395-1½ 415 (400-1½)		NA	
LNAV MDA	1560-1 580 (600-1)		NA	
CIRCLING	1680-1 684 (700-1)		NA	

REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L

SE-4, 22 OCT 2009 to 19 NOV 2009

VORTAC ODF	APP CRS	Rwy Idg	5008
113.4	001°	TDZE	996
Chan 81		Apt Elev	996

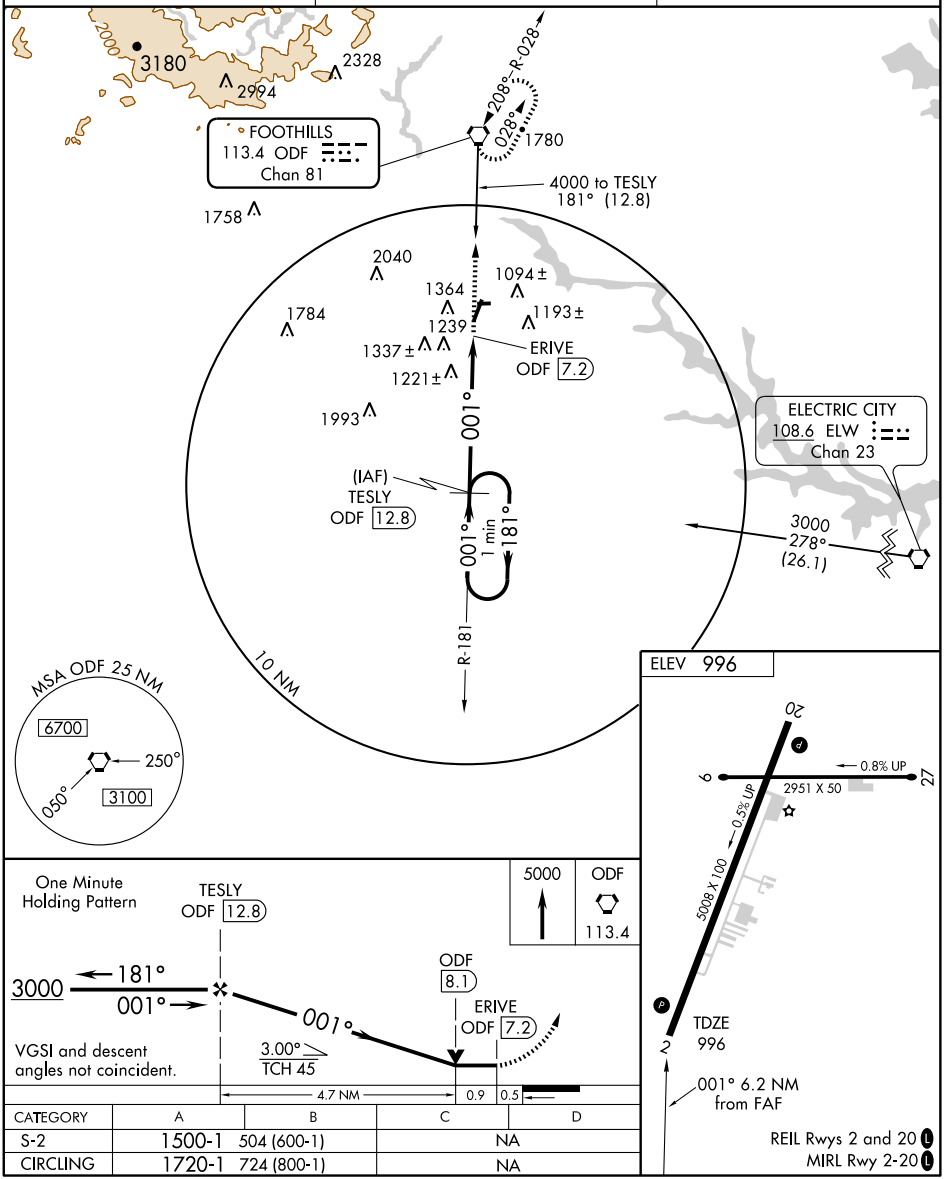
VOR/DME RWY 2

TOCCOA RG LETOURNEAU FIELD (TOC)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Gainsville altimeter setting and increase all MDA 120 feet and Circling Cat. B visibility ¼ mile.

MISSED APPROACH: Climb to 5000 direct ODF VORTAC and hold, continue climb-in-hold to 5000.

AWOS-3	ATLANTA CENTER	UNICOM
119.625	134.8 307.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-2	1500-1	504 (600-1)	NA	
CIRCLING	1720-1	724 (800-1)	NA	

REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L

SE-4, 22 OCT 2009 to 19 NOV 2009

TOCCOA, GEORGIA

AL-5262 (FAA)

VORTAC ODF	APP CRS	Rwy Idg	5008
113.4	179°	TDZE	980
Chan 81		Apt Elev	996

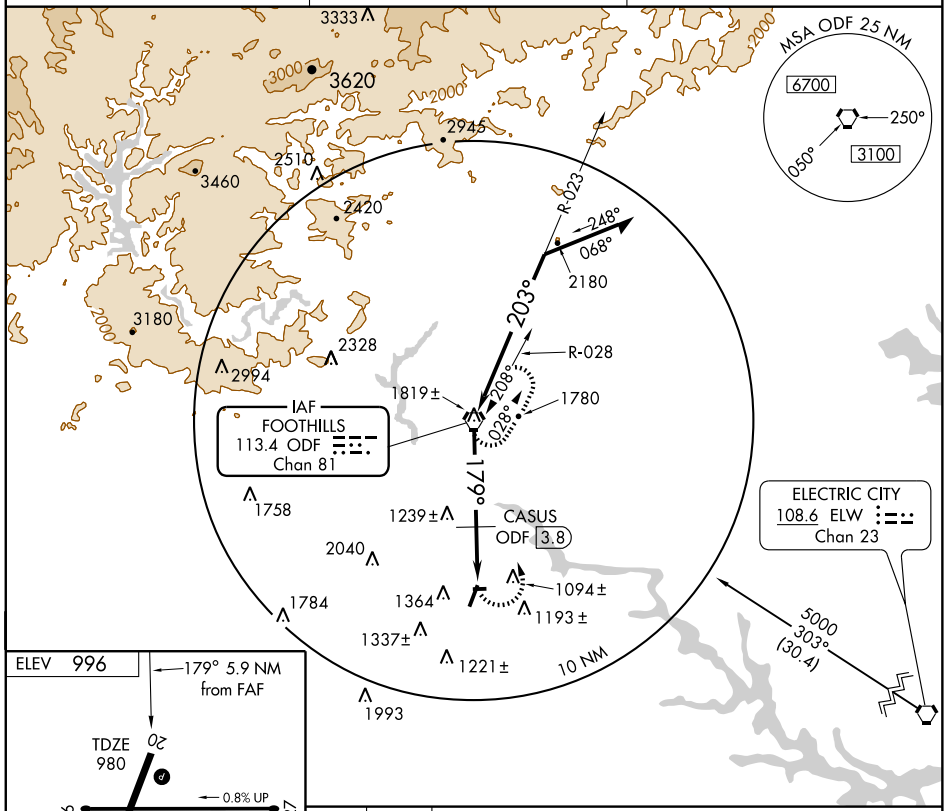
VOR RWY 20

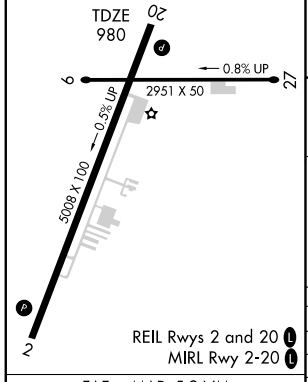
TOCCOA RG LETOURNEAU FIELD (TOC)

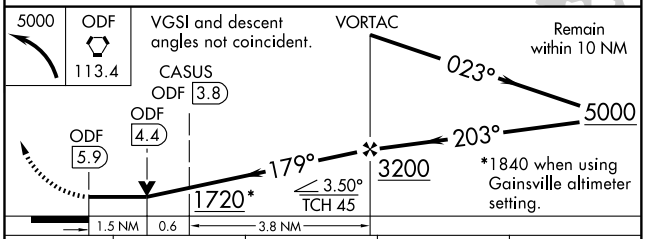
When local altimeter setting not received, use Gainsville altimeter setting and increase all MDA 120 feet and S-20, Circling, and Casus fix minimums Circling Cat. B visibilities ¼ mile.

MISSED APPROACH: Climbing left turn to 5000 direct ODF VORTAC and hold, continue climb-in-hold to 5000.

AWOS-3	ATLANTA CENTER	UNICOM
119.625	134.8 307.9	122.8 (CTAF) L



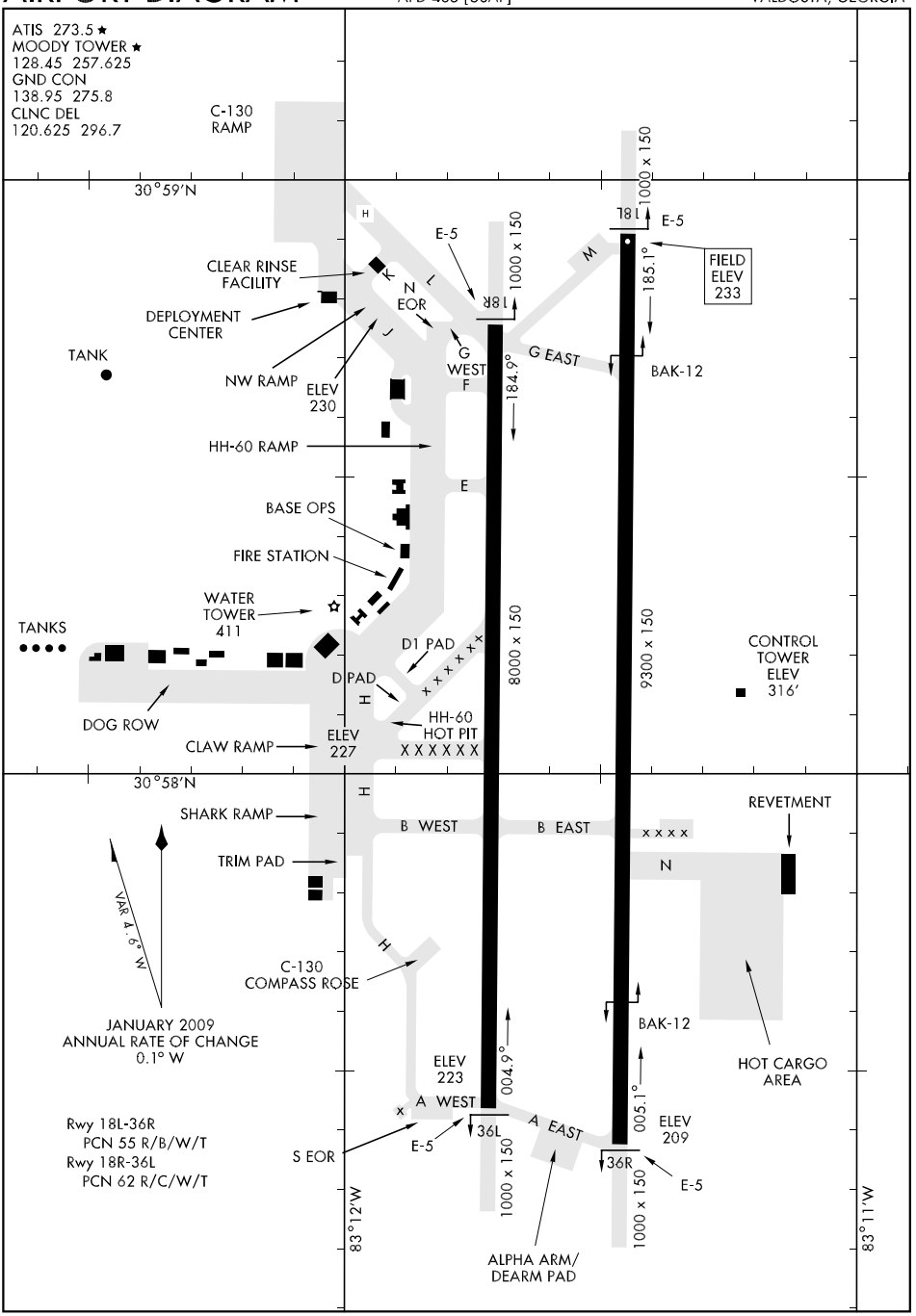




FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

CATEGORY	A	B	C	D
S-20	1720-1	740 (800-1)	NA	
CIRCLING	1720-1	724 (800-1)	NA	
CASUS FIX MINIMUMS				
S-20	1560-1	580 (600-1)	NA	
CIRCLING	1720-1	724 (800-1)	NA	

SE-4, 22 OCT 2009 to 19 NOV 2009



SE-4, 22 OCT 2009 to 19 NOV 2009

HI-ILS RWY 18L

LOC I-VAD	APCH CRS	Rwy ldg / TDZE / Arpt Elev
109.3	183°	9300 / 233 / 233

JAL-435 [USAF]

MOODY AFB (KVAD)

▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb and maintain 3000 via VAD R-183 to EQUIP and hold.

ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7

RADAR or DME REQUIRED

Max holding 265 KIAS

VAD 21 — R-004 — 184° — (IAF) RANDA VAD 16

004° — 619 — 183° — 003° — WURLI VAD 12 — 1177

340 — R-028 — CEKOL /RADAR VAD 6

256 — R-3008

MOODY 113.3 VAD Chan 80

LOCALIZER 109.3 I-VAD

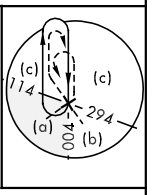
R-183 — 780 — R-161

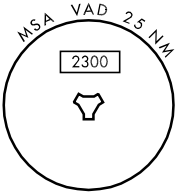
EQUIP VAD 16 — 759 — 20 NM

VAD 21 — 183° — 003° — Max holding 265 KIAS

CAUTION: ILS TCH 42 ft. Height Group 4 (A300, B1, B747/767/777, DC/KC-10,C5,E4,VC25) wheel crossing height (WCH) 17 ft.

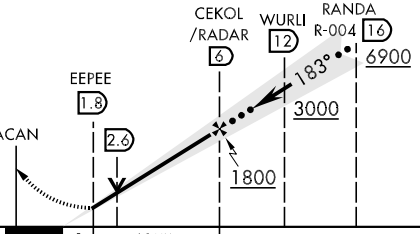
CAUTION: Remain west of VAD R-028 and VAD R-161 when R-3008 is active.

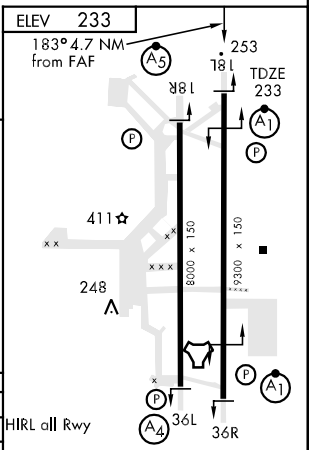




EMERG SAFE ALT 100 NM 3300

3000 VAD R-183 — EQUIP VAD 16





CATEGORY	C	D	E
S-ILS 18L *	433/24 200 (200-½)		
S-LOC 18L **	680/40 447 (500-¾)	680/50 447 (500-1)	
CIRCLING	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

LOC FAF to MAP 4.2 NM					
Knots	120	140	160	180	200
Min:Sec	2:06	1:48	1:35	1:24	1:16

HI-ILS RWY 36R

LOC I-MDG	APCH CRS	Rwy ldg / TDZE / Arpt Elev
109.9	003°	9300 / 215 / 233

JAL-435 [USAF]

MOODY AFB (KVAD)

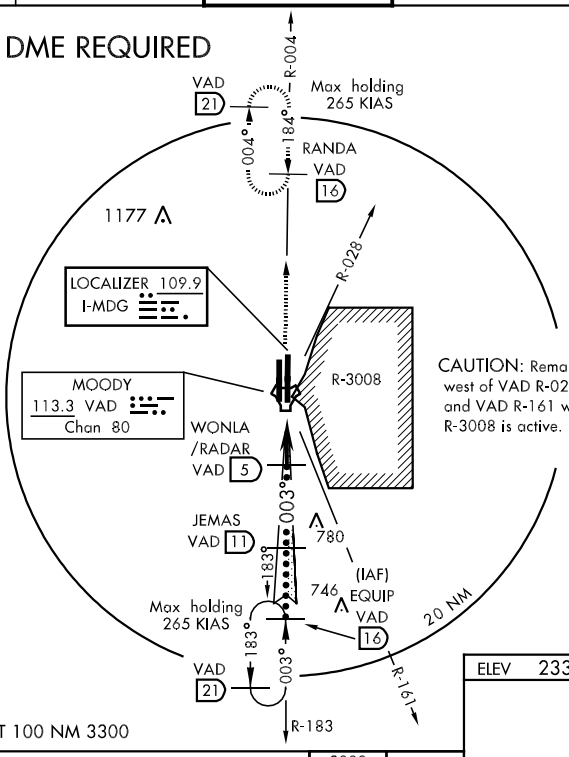
▼* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase RVR CAT C to 60 and vis to 1¼ miles, CAT DE vis to 1½ .

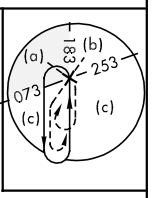
ALSF-1

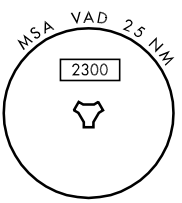
MISSED APPROACH: Climb and maintain 3000 via VAD VORTAC R-004 to RANDA and hold.

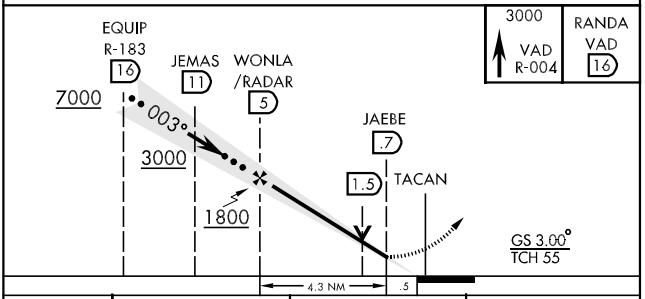
ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7

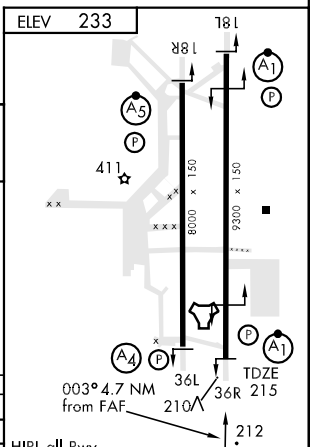
RADAR or DME REQUIRED











CATEGORY	C	D	E
S-ILS 36R *	415/24 200 (200-½)		
S-LOC 36R**	660/40 445 (500-¾)	660/50 445 (500-1)	
CIRCLING	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

LOC FAF to MAP 4.2 NM

Knots	120	140	160	180	200
Min:Sec	2:06	1:48	1:35	1:24	1:16

HI-TACAN RWY 18L

TACAN VAD Chan 80	APCH CRS 187°	Rwy ldg 9300 TDZE 233 Arpt Elev 233

JAL-435 [USAF]

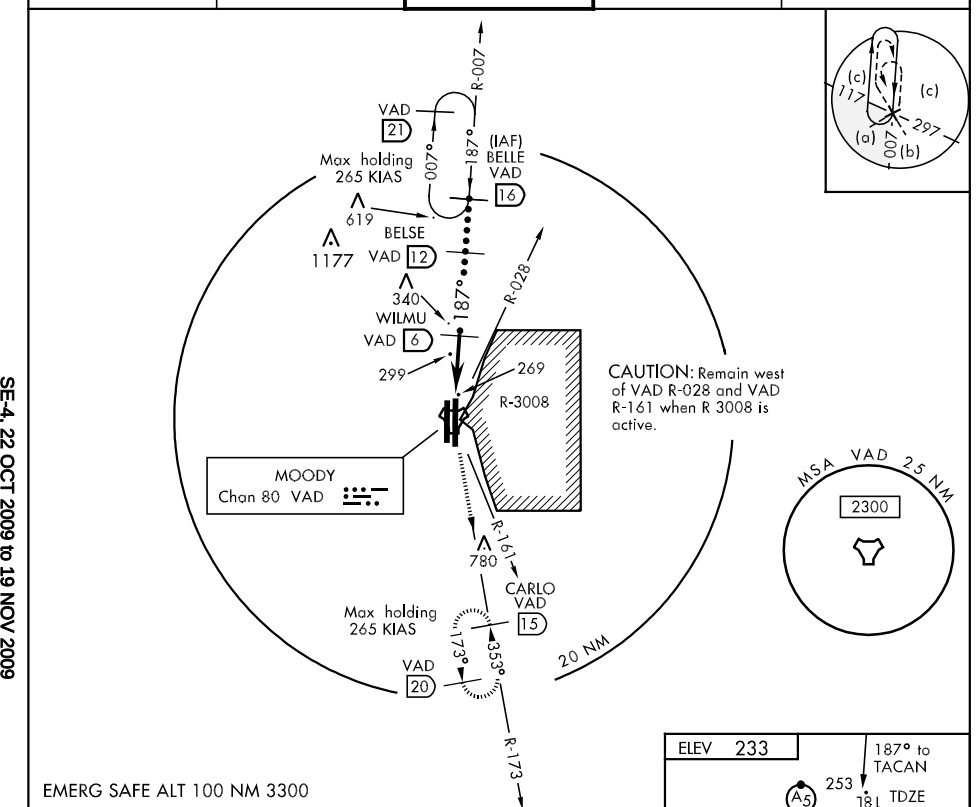
MOODY AFB (KVAD)

* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

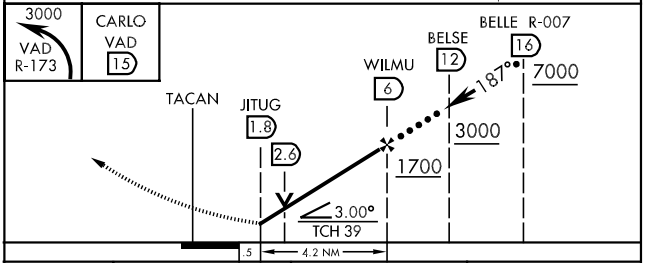
ALSF-1

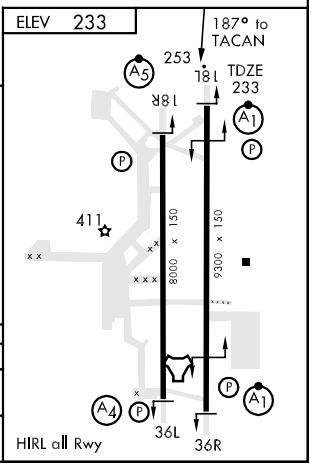
MISSED APPROACH: Climb and maintain 3000 via VAD R-173 to CARLO and hold.

ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7



EMERG SAFE ALT 100 NM 3300





CATEGORY	C	D	E
S-18L*	680/40 447 (500-¾)	680/50 447	(500-1)
CIRCLING	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

HI-TACAN RWY 18R

TACAN VAD Chan 80	APCH CRS 180°	Rwy ldg 8000 TDZE 231 Arpt Elev 233

JAL-435 [USAF]

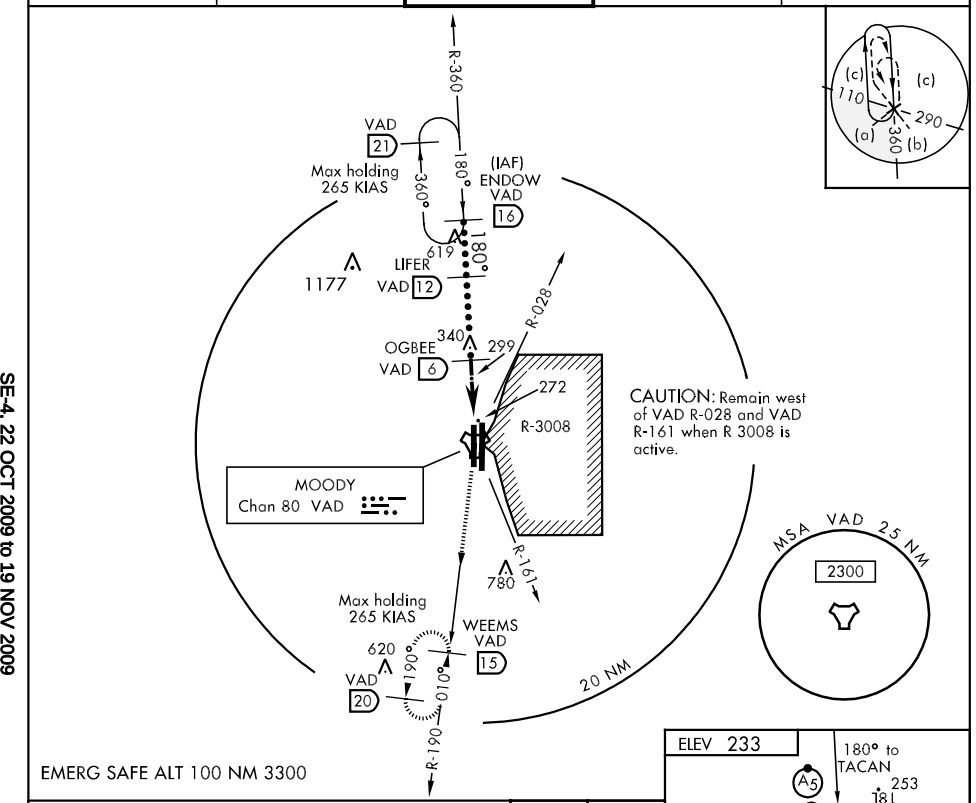
MOODY AFB (KVAD)

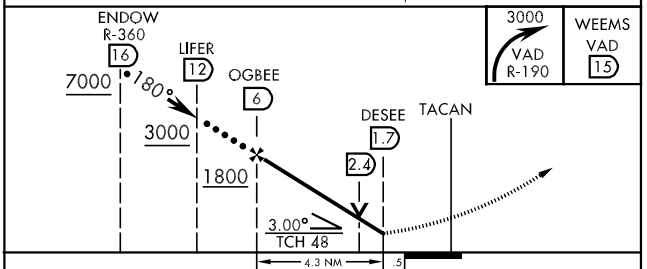
* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

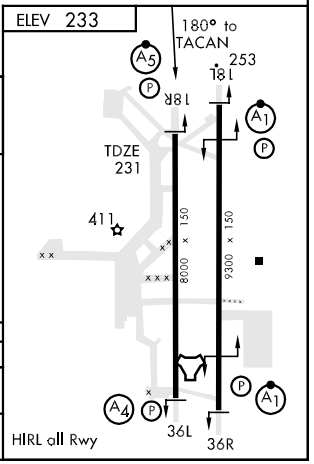
MALSR A5

MISSED APPROACH: Climb and maintain 3000 via VAD R-190 to WEEMS and hold.

ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7







CATEGORY	C	D	E
S-18R *	680/40 450 (500-¾)	680/50 450	(500-1)
CIRCLING	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

HI-TACAN RWY 36L

TACAN VAD Chan 80	APCH CRS 010°	Rwy ldg 8000 TDZE 225 Arpt Elev 233

JAL-435 [USAF]

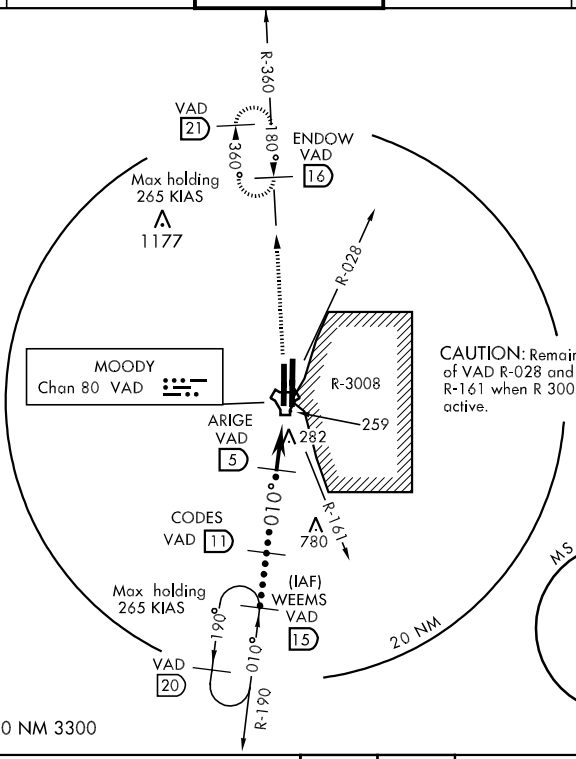
MOODY AFB (KVAD)

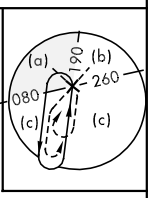
* When ALS inop, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

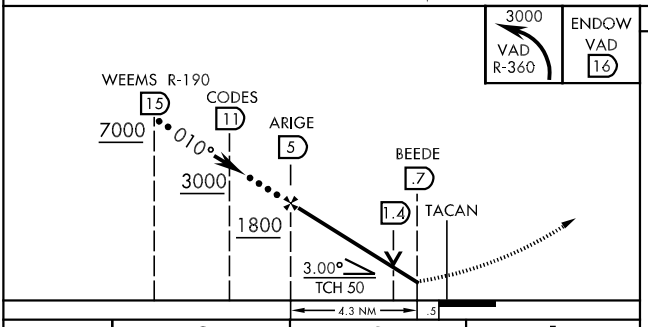
MALS A4

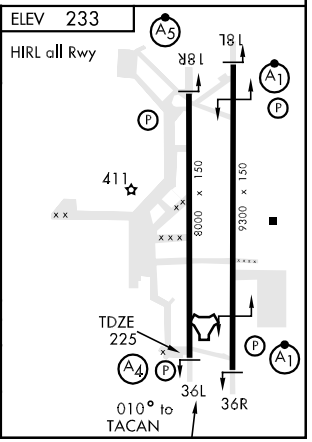
MISSED APPROACH: Climb and maintain 3000 via VAD R-360 to ENDOW and hold.

ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7









CATEGORY	C	D	E
S-36L *	660/50 436 (500-1)	660/60 436 (500-1¼)	
CIRCLING	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

HI-TACAN RWY 36R

TACAN VAD Chan 80	APCH CRS 353°	Rwy ldg 9300 TDZE 215 Arpt Elev 233

JAL-435 [USAF]

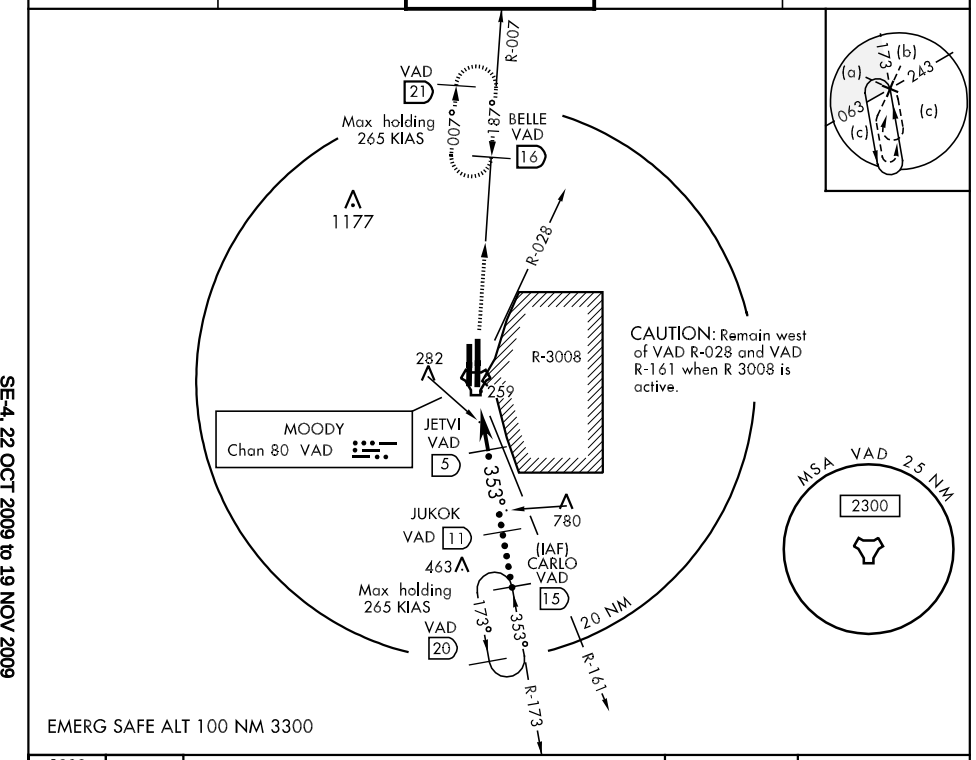
MOODY AFB (KVAD)

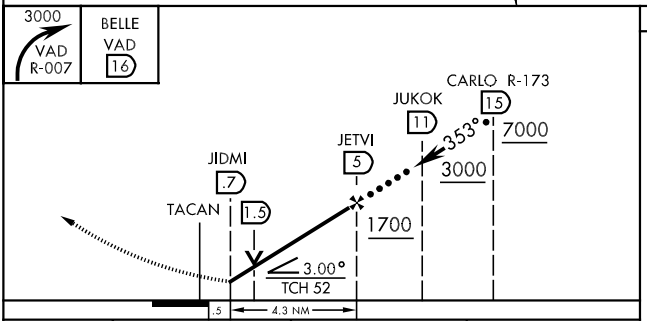
* When ALS inop, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

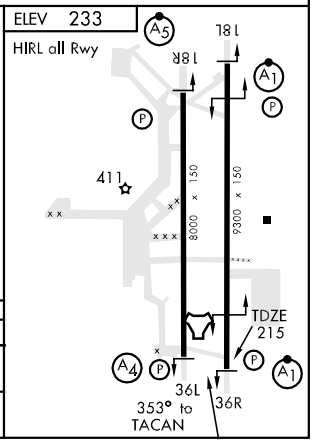
MISSED APPROACH: Climb and maintain 3000 via VAD R-007 to BELLE and hold.

ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7





CATEGORY	C	D	E
S-36R *	660/40 445 (500-¾)	660/50 445 (500-1)	
CIRCLING	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)



ILS RWY 18L

LOC I-VAD	APCH CRS	Rwy Idg	9300
109.3	183°	TDZE	233
		Arpt Elev	233

AL-435 [USAF]

MOODY AFB (KVAD)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb and maintain 3000 via VAD R-183 to EQUIP and hold.

ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7

CAUTION: ILS TCH 42 ft. Height Group 4 (A300, B1, B747/767/777, DC/KC-10,C5,E4,VC25) wheel crossing height (WCH) 17 ft.

CAUTION: Remain west of VAD R-028 and VAD R-161 when R-3008 is active.

1177

VAD 21 — Max holding 265 KIAS

R-004 — 184° — (IAF) RANDA VAD 16 — 004° — 003°

WURLI VAD 12 — 183° — R-028

340 — CEKOL VAD 6 /RADAR

256

MOODY 113.3 VAD Chan 80

LOCALIZER 109.3 I-VAD

R-3008

MSA VAD 2.5 NM — 2300

10 NM — R-183 — R-161 — 780

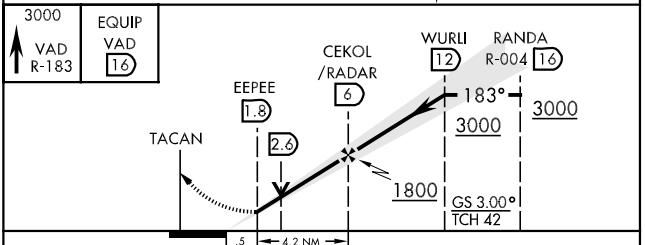
EQUIP VAD 16 — 183° — 003°

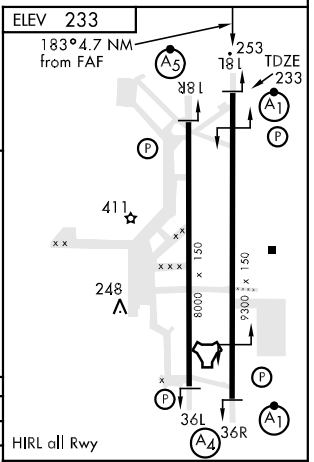
VAD 21 — Max holding 265 KIAS

RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3300

3000 VAD R-183 — EQUIP VAD 16





CATEGORY	A	B	C	D	E
S-ILS 18L*	433/24		200	(200-½)	
S-LOC 18L**	680/24 447 (500-½)		680/40 447 (500-¾)	680/50 447 (500-1)	
CIRCLING	720-1 487 (500-1)		720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

LOC FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SE-4, 22 OCT 2009 to 19 NOV 2009

ILS RWY 36R

MOODY AFB (KVAD)

LOC I-MDG	APCH CRS	Rwy ldg / TDZE / Arpt Elev
109.9	003°	9300 / 215 / 233

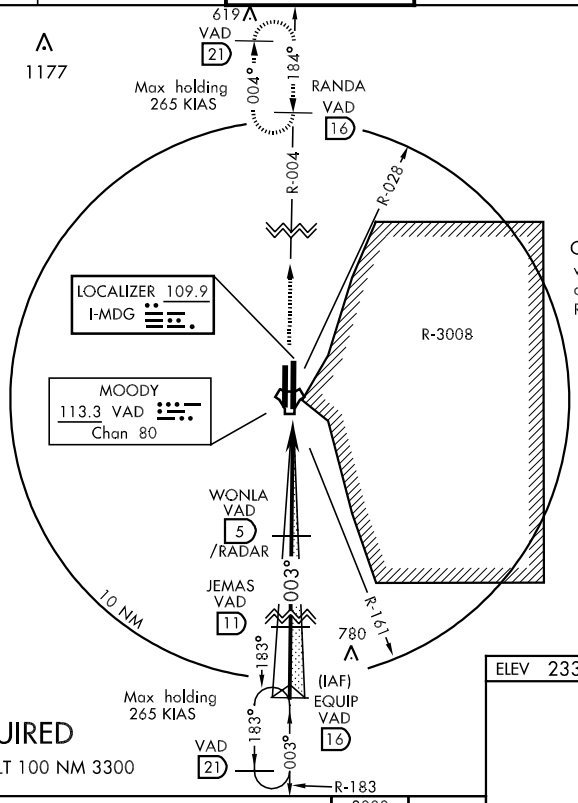
AL-435 [USAF]

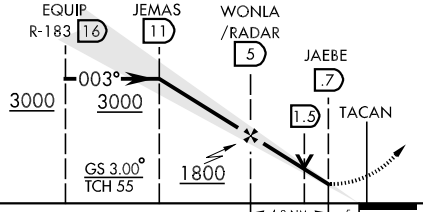
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase RVR CAT AB to 50 and vis to 1 mile, RVR CAT C to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

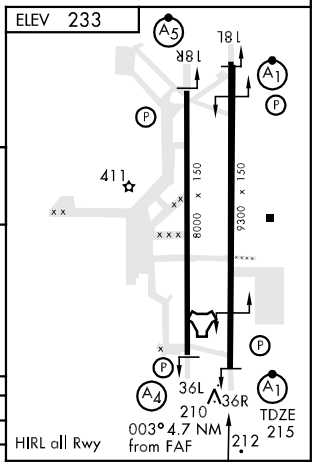
ALSF-1

MISSED APPROACH: Climb and maintain 3000 via VAD VORTAC R-004 to RANDA and hold.

ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7







CATEGORY	A	B	C	D	E
S-ILS 36R *	415/24		200	(200-½)	
S-LOC 36R**	660/24 445 (500-½)		660/40 445 (500-¾)	660/50 445 (500-1)	
CIRCLING	720-1 487 (500-1)		720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SE-4, 22 OCT 2009 to 19 NOV 2009

RNAV (GPS) RWY 18L

APCH CRS	Rwy ldg	TDZE	Arpt Elev
183°	9300	233	233

AL-435 [USAF]

MOODY AFB (KVAD)

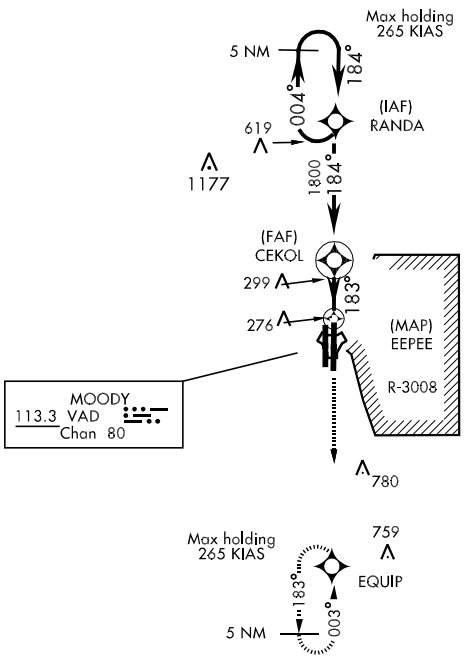
* When ALS inop, increase CAT AB to RVR 50 and vis to 1 mile, CAT C to RVR 60 and vis to 1¼ miles, CAT DE vis to 1½ .

ALSF-1

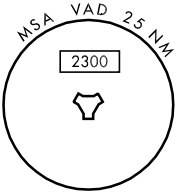
MISSED APPROACH: Climb and maintain 3000 via heading 183° to EQUIP and hold.

ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	126.625 296.7

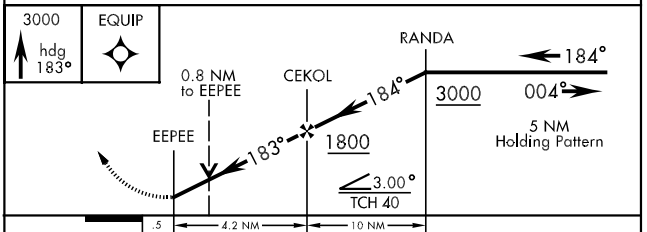
DME/DME RNP-0.3 NA

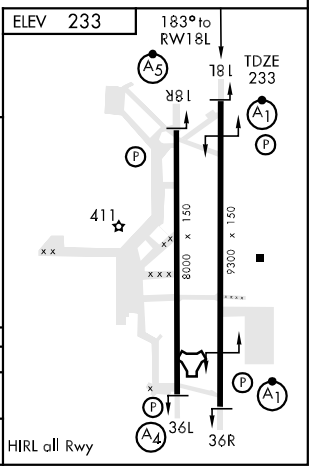


CAUTION: Remain west of 83°11'W from FAF inbound when R-3008 is active.



EMERG SAFE ALT 100 NM 3300





CATEGORY	A	B	C	D	E
LNAV MDA*	680/24 447 (500-½)		680/40 447 (500-¾)	680/50 447 (500-1)	
CIRCLING	720-1 487 (500-1)		720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

RNAV (GPS) RWY 36R

APCH CRS	Rwy ldg	9300
003°	TDZE	215
	Arpt Elev	233

AL-435 [USAF]

MOODY AFB (KVAD)

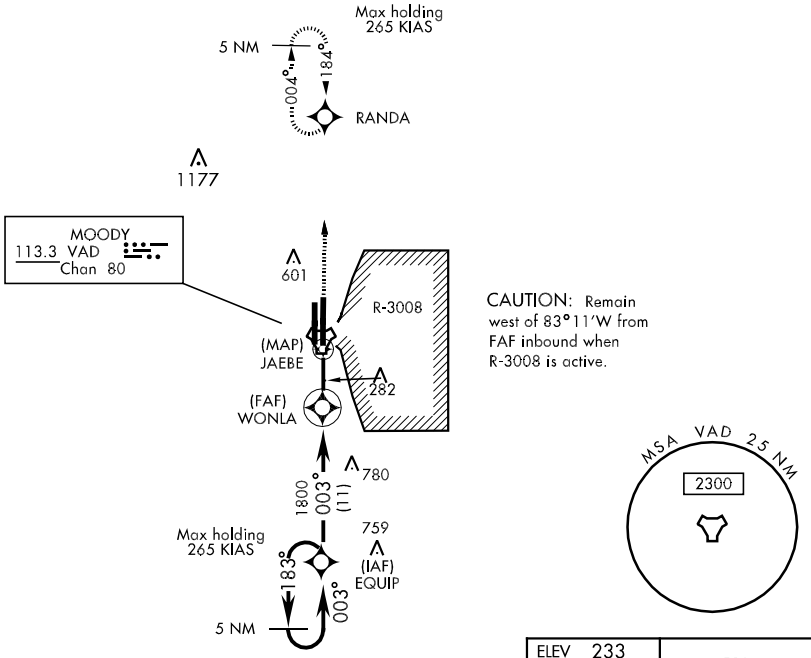
* When ALS inop, increase CAT AB to RVR 50 and vis to 1 mile, CAT C to RVR 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb and maintain 3000 via heading 004° to RANDA and hold.

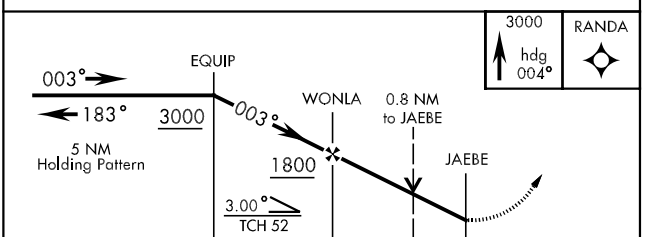
ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7

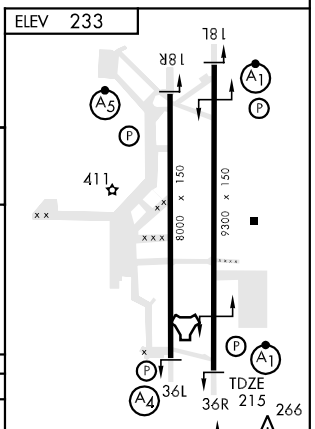
DME/DME RNP-0.3 NA



CAUTION: Remain west of 83°11′W from FAF inbound when R-3008 is active.

EMERG SAFE ALT 100 NM 3300





CATEGORY	A	B	C	D	E
LNAV MDA*	660/24 445 (500-½)		660/40 445 (500-¾)	660/50 445 (500-1)	
CIRCLING	720-1 487 (500-1)		720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

SE-4, 22 OCT 2009 to 19 NOV 2009

TACAN RWY 18L

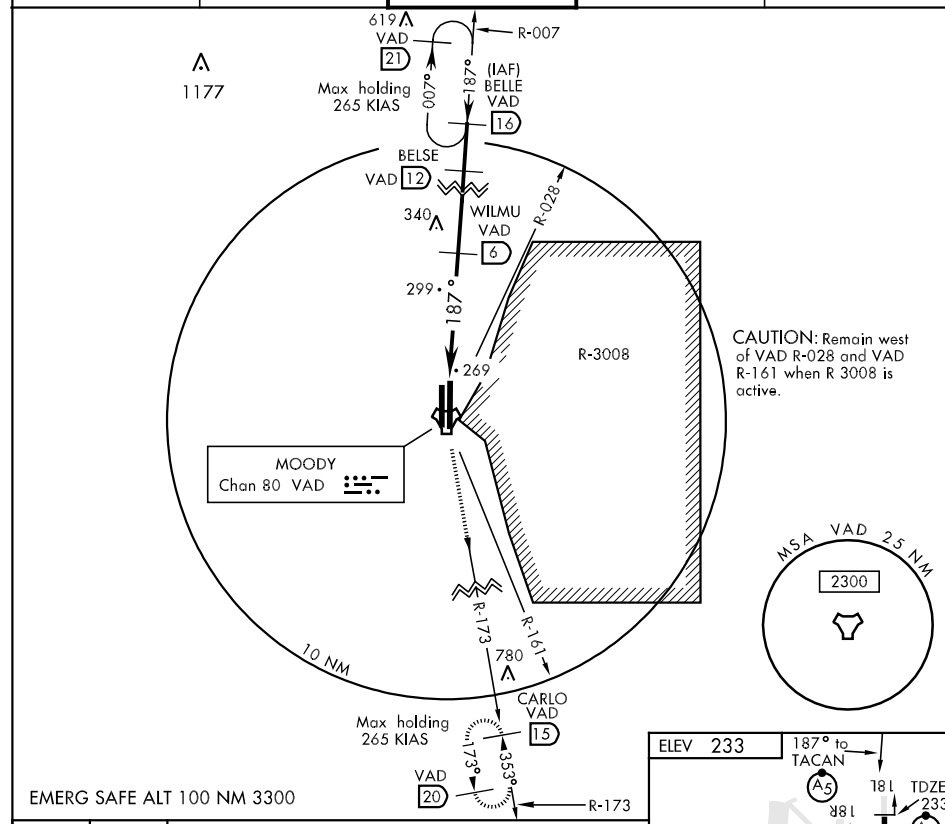
TACAN VAD Chan 80	APCH CRS 187°	Rwy ldg 9300 TDZE 233 Arpt Elev 233	AL-435 [USAF]	MOODY AFB (KVAD)

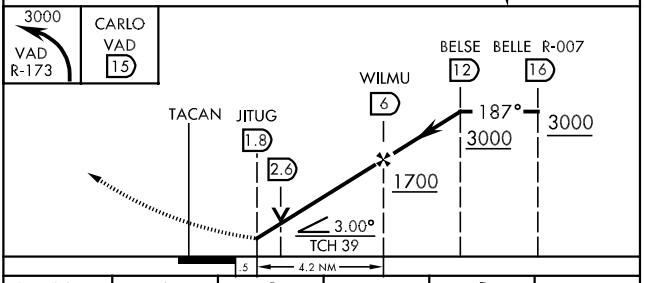
*When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

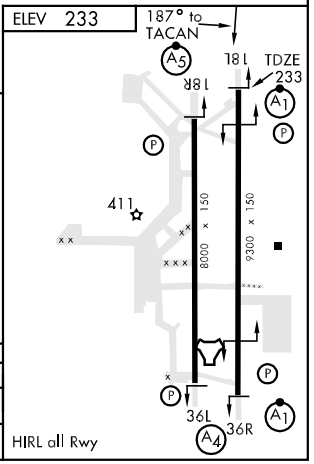
ALSF-1 (A1)

MISSED APPROACH: Climb and maintain 3000 via VAD R-173 to CARLO and hold.

ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7







CATEGORY	A	B	C	D	E
S-18L*	680/24 447	(500-½)	680/40 447 (500-¾)	680/50 447	(500-1)
CIRCLING	720-1 487	(500-1)	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

SE-4, 22 OCT 2009 to 19 NOV 2009

VALDOSTA, GEORGIA

TACAN RWY 18R

TACAN VAD Chan 80	APCH CRS 180°	Rwy ldg 8000 TDZE 231 Arpt Elev 233

AL-435 [USAF]

MOODY AFB (KVAD)

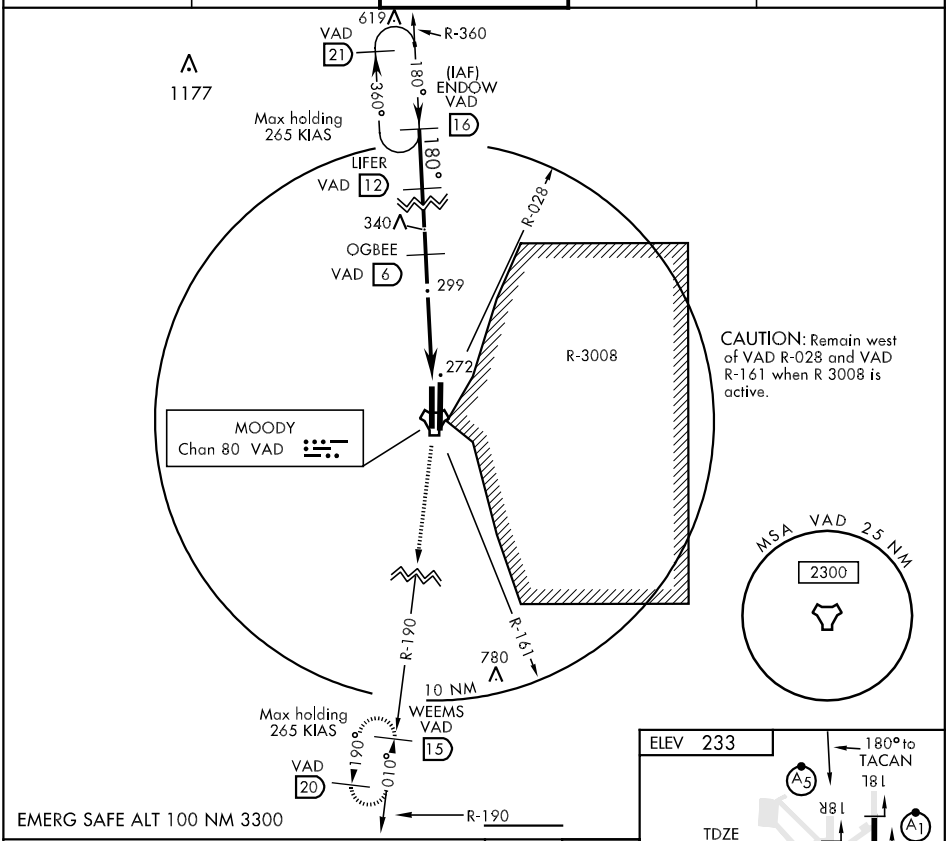
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

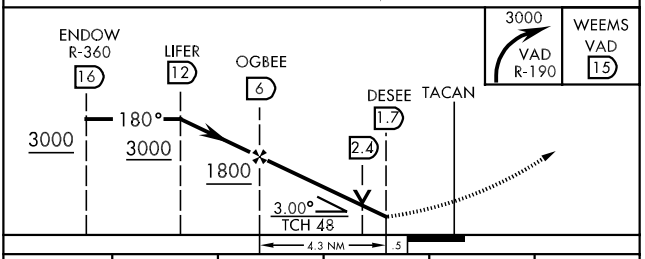
MALSR

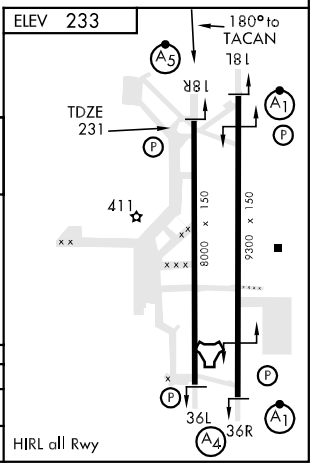
MISSED APPROACH: Climb and maintain 3000 via VAD R-190 to WEEMS and hold.

ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7

SE-4, 22 OCT 2009 to 19 NOV 2009







CATEGORY	A	B	C	D	E
S-18R *	680/24 450 (500-½)		680/40 450 (500-¾)	680/50 450 (500-1)	
CIRCLING	720-1 487 (500-1)		720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

TACAN RWY 36L

TACAN VAD Chan 80	APCH CRS 010°	Rwy ldg 8000 TDZE 225 Arpt Elev 233

AL-435 [USAF]

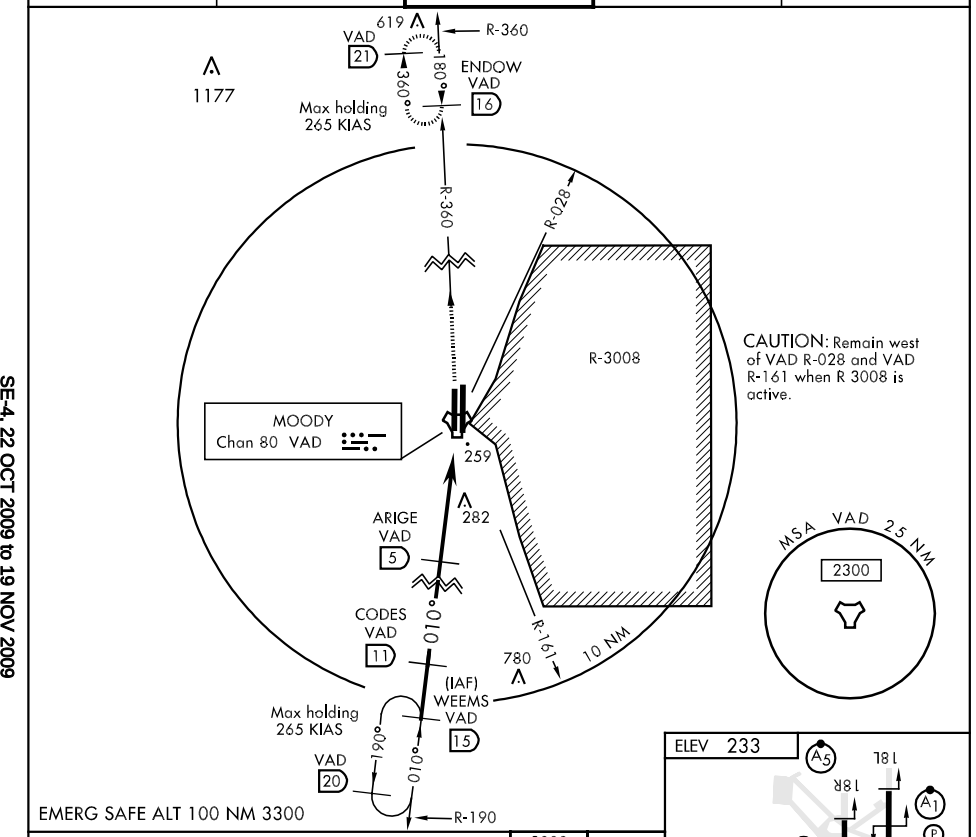
MOODY AFB (KVAD)

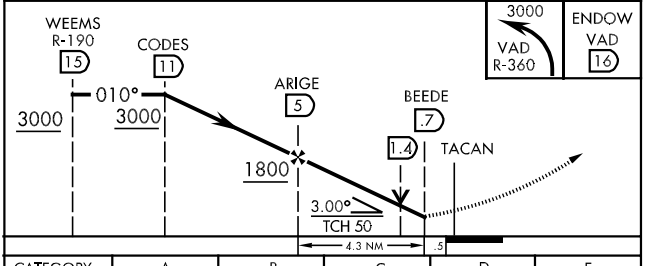
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

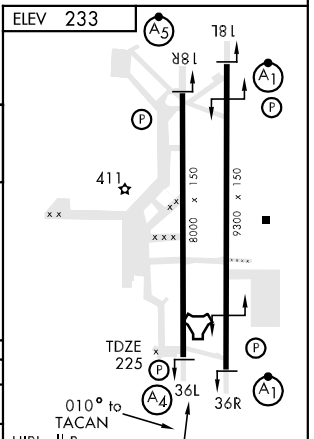
MALS A4

MISSED APPROACH: Climb and maintain 3000 via VAD R-360 to ENDOW and hold.

ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7







CATEGORY	A	B	C	D	E
S-36L*	660/40 436 (500-¾)		660/50 436 (500-1)	660/60 436 (500-1¼)	
CIRCLING	720-1 487 (500-1)		720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

TACAN RWY 36R

TACAN VAD Chan 80	APCH CRS 353°	Rwy ldg 9300 TDZE 215 Arpt Elev 233

AL-435 [USAF]

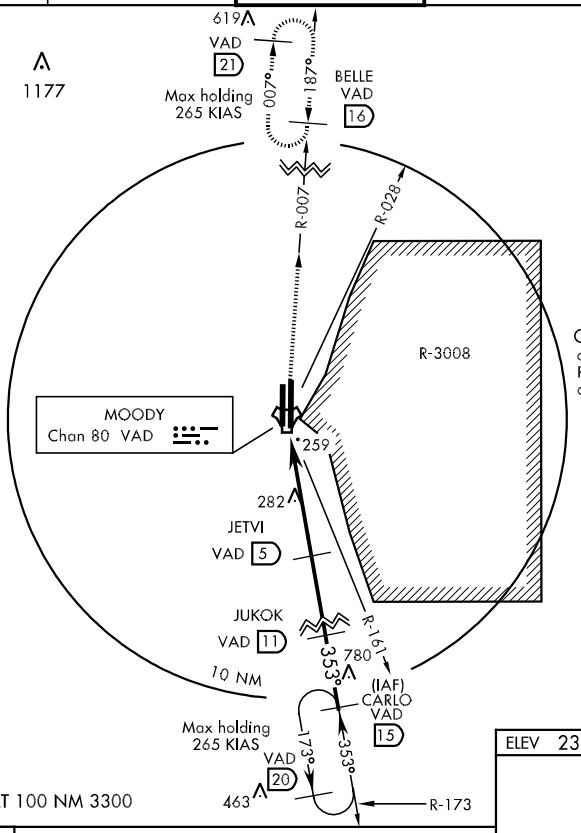
MOODY AFB (KVAD)

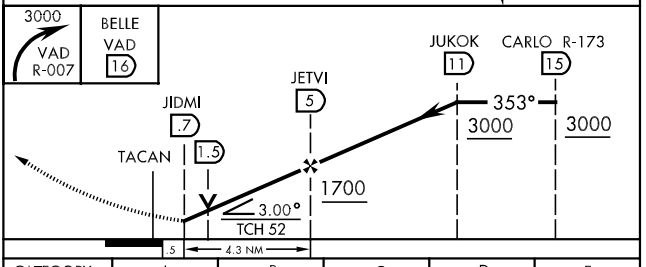
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

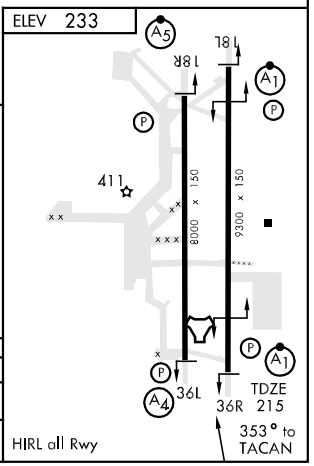
ALSF-1 (A1)

MISSED APPROACH: Climb and maintain 3000 via VAD R-007 to BELLE and hold.

ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7





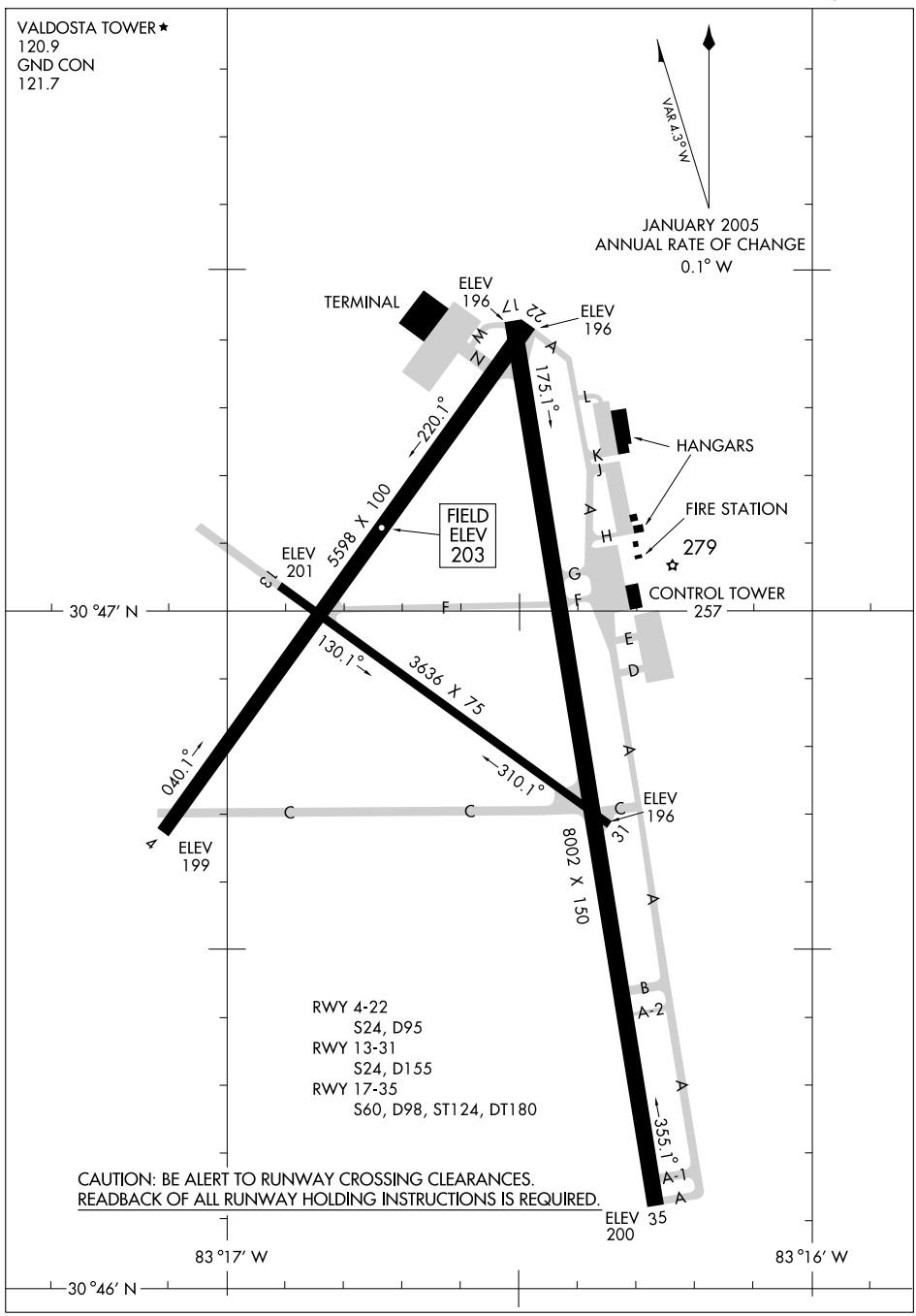


CATEGORY	A	B	C	D	E
S-36R *	660/24	445 (500-½)	660/40 445 (500-¾)	660/50	445 (500-1)
CIRCLING	720-1	487 (500-1)	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

AIRPORT DIAGRAM

AL-892 (FAA)

VALDOSTA RGNL (VLD)
VALDOSTA, GEORGIA



SE-4, 22 OCT 2009 to 19 NOV 2009

LOC I-VLD	APP CRS	Rwy Idg	8002
110.9	353°	TDZE	200
		Apt Elev	203

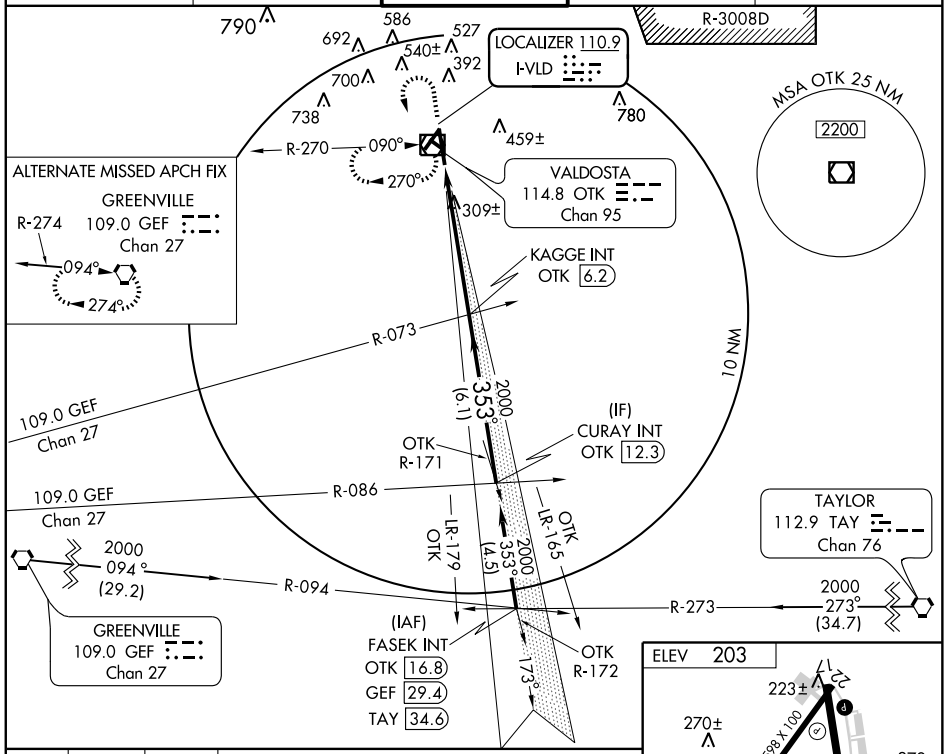
ILS or LOC RWY 35
VALDOSTA RGNL (VLD)

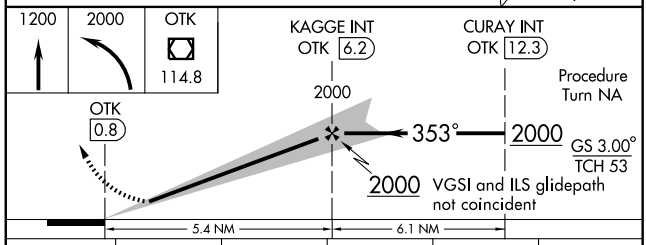
For inoperative MALSR, increase S-ILS 35 Cat E visibility to 1 mile and S-LOC 35 Cats A,B,C visibility to 1 mile, Cat E visibility to 1¼ mile. Visibility reduction by helicopters NA. If local altimeter settting not received, use Moultrie altimeter setting and increase all DAs/MDAs 100 feet. DME from OTK VOR/DME.

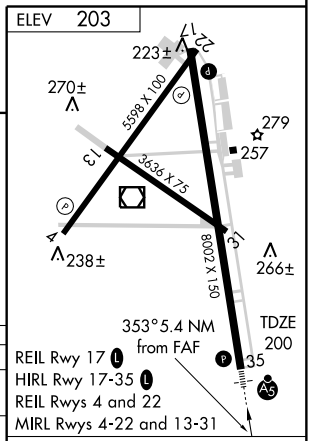
MALSR

MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct OTK VOR/DME and hold, continue climb-in-hold to 2000.

ASOS	VALDOSTA APP CON ★	VALDOSTA TOWER ★	GND CON	UNICOM
126.225	126.6 285.6	120.9 (CTAF) L	121.7	122.95







CATEGORY	A	B	C	D	E
S-ILS 35	489-¾ 289 (300-¾)				
S-LOC 35	560-¾ 360 (400-¾)				
CIRCLING	640-1 437 (500-1)	660-1 457 (500-1)	660-1½ 457 (500-1½)	780-2 577 (600-2)	1040-3 837 (900-3)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SE-4, 22 OCT 2009 to 19 NOV 2009

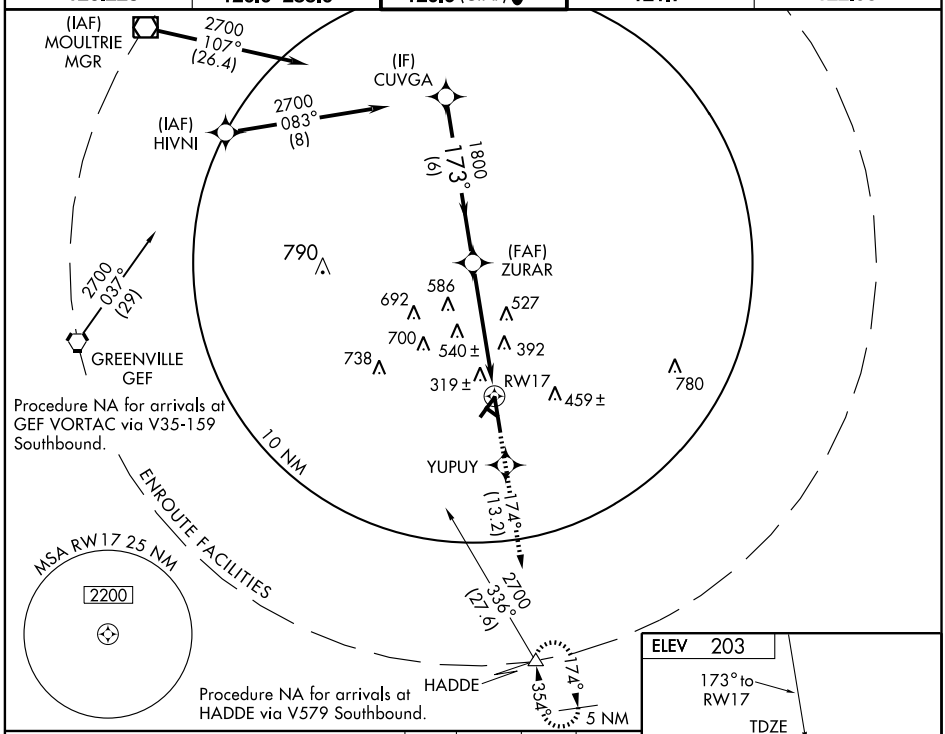
WAAS	APP CRS	Rwy Idg	8002
CH 87101	173°	TDZE	198
W17A		Apt Elev	203

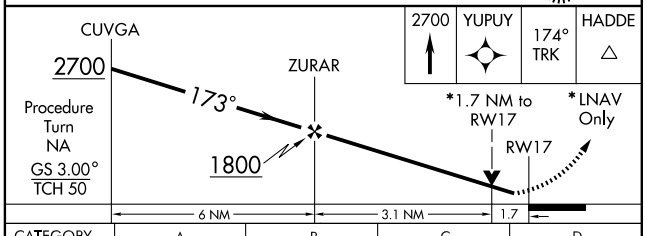
RNAV (GPS) RWY 17
VALDOSTA RGNL (VLD)

DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Moultrie altimeter setting. If local altimeter setting not received, use Moultrie altimeter setting and increase all DAs/MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). Visibility reduction by helicopters NA. Circling to Rwy 31 NA at night.

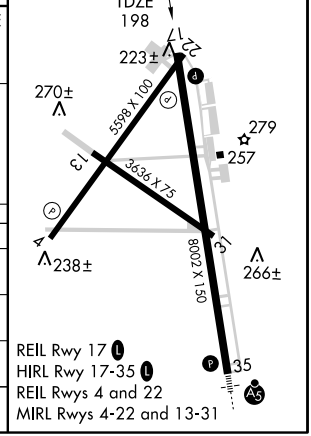
MISSED APPROACH: Climb to 2700 direct YUPUY and via 174° track to HADDE and hold.

ASOS	VALDOSTA APP CON ★	VALDOSTA TOWER ★	GND CON	UNICOM
126.225	126.6 285.6	120.9 (CTAF) L	121.7	122.95





CATEGORY	A	B	C	D
LPV DA	482-1 284 (300-1)			
LNAV/ VNAV DA	622-1½ 424 (500-1½)			
LNAV MDA	780-1 582 (600-1)		780-1½ 582 (600-1½)	780-1¾ 582 (600-1¾)
CIRCLING	780-1½ 577 (600-1½)			780-2 577 (600-2)



SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS		
CH 88206	353°	Rwy Idg	8002
W35A		TDZE	200
		Apt Elev	203

RNAV (GPS) RWY 35

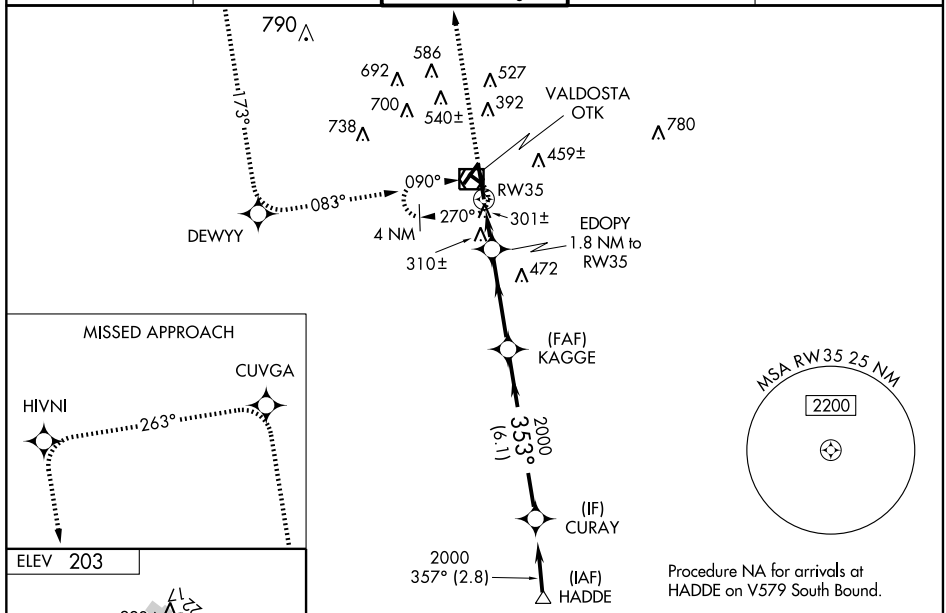
VALDOSTA RGNL (VLD)

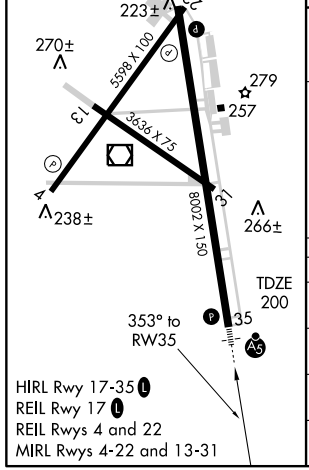
Baro-VNAV NA when using Moultrie altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter settting not received, use Moultrie altimeter setting and increase all DA 88 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, and Circling Cat D visibility ¼ mile. For inoperative MALSR, increase LPV all Cats visibility to 1¼ mile, increase LNAV Cats A, B, and C visibility to 1 mile, and increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR when using Moultrie altimeter setting, increase LPV all Cats visibility to 1½ mile and LNAV Cats A and B visibility to 1 mile. VDP NA when using Moultrie altimeter setting.

MALSR

MISSED APPROACH: Climb to 2200 direct CUVGA and via 263° track to HIVNI and via 173° track to DEWYY and via 083° track to OTK VOR/DME hold.

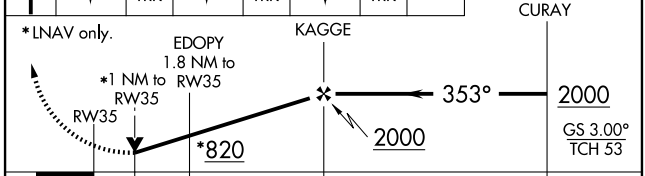
ASOS	VALDOSTA APP CON ★	VALDOSTA TOWER ★	GND CON	UNICOM
126.225	126.6 285.6	120.9 (CTAF) L	121.7	122.95





2200	CUVGA	263° TRK	HIVNI	173° TRK	DEWYY	083° TRK	OTK

Procedure Turn NA



CATEGORY	A	B	C	D
LPV DA	560-¾ 360 (400-¾)			
LNAV/ VNAV DA	598-¾ 398 (400-¾)			
LNAV MDA	560-¾ 360 (400-¾)			560-1 360 (400-1)
CIRCLING	640-1 437 (500-1)	660-1 457 (500-1)	660-1½ 457 (500-1½)	780-2 577 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

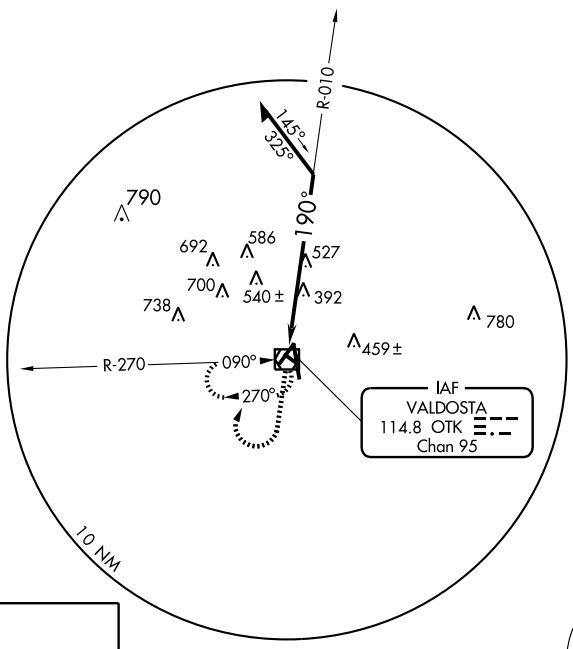
VOR/DME OTK	APP CRS	Rwy Idg	8002
114.8	190°	TDZE	198
Chan 95		Apt Elev	203

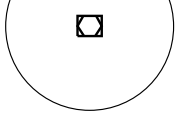
VOR RWY 17
VALDOSTA RGNL (VLD)

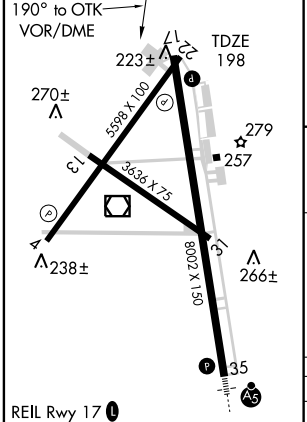
▼ Visibility reduction by helicopters NA.
▲ VDP NA when using Moultrie altimeter setting.
If local altimeter setting not received, use Moultrie altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct OTK VOR/DME and hold, continue climb-in-hold to 2000.

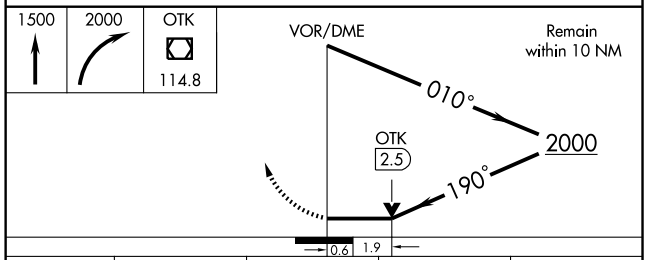
ASOS	VALDOSTA APP CON ★	VALDOSTA TOWER ★	GND CON	UNICOM
126.225	126.6 285.6	120.9 (CTAF) Ⓛ	121.7	122.95







REIL Rwy 17 Ⓛ
HIRL Rwy 17-35 Ⓛ
REIL Rwys 4 and 22
MIRL Rwys 4-22 and 13-31



CATEGORY	A	B	C	D
S-17	840-1 642 (700-1)		840-1¾ 642 (700-1¾)	840-2 642 (700-2)
CIRCLING	840-1 637 (700-1)		840-1¾ 637 (700-1¾)	840-2 637 (700-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

VOR/DME OTK	APP CRS	Rwy Idg	8002
114.8	338°	TDZE	200
Chan 95		Apt Elev	203

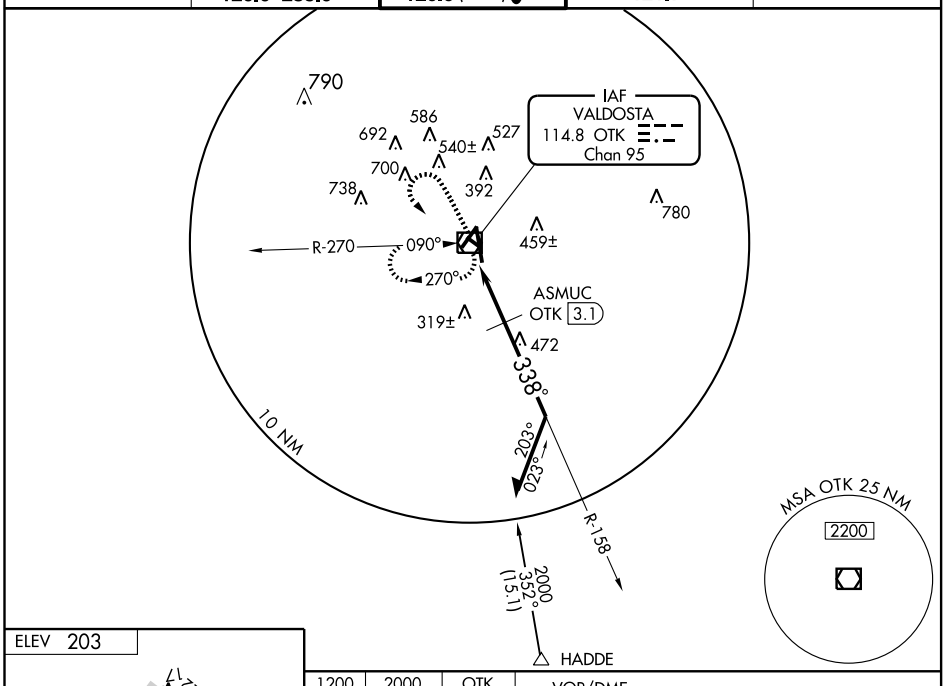
VOR RWY 35
VALDOSTA RGNL (VLD)

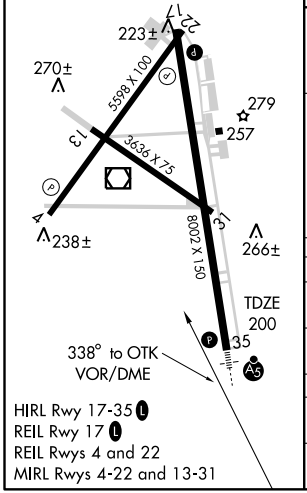
For inoperative MALSR, increase S-35 Cats A/B visibility to 1 mile. ASMUC fix minimums: increase S-35 Cats A/B/C visibilty to 1mile and Cat D to 1¼ mile. Visibility reduction by helicopters NA. VDP NA with Moultrie altimeter setting. If local altimeter settting not received, use Moultrie altimeter setting and increase all MDAs 100 feet and visibility Cats C and D ½ mile.

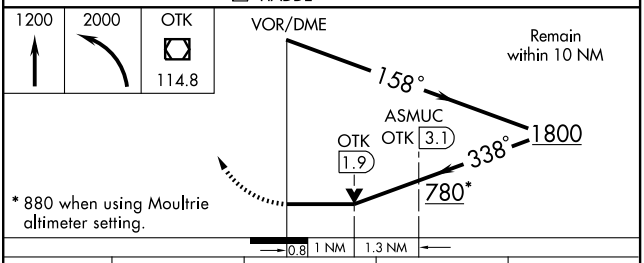
MALSR

MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct OTK VOR/DME and hold, continue climb-in-hold to 2000.

ASOS	VALDOSTA APP CON ★	VALDOSTA TOWER ★	GND CON	UNICOM
126.225	126.6 285.6	120.9 (CTAF) L	121.7	122.95







CATEGORY	A	B	C	D
S-35	780-¾	580 (600-¾)	780-1 580 (600-1)	780-1¼ 580 (600-1¼)
CIRCLING	780-1	577 (600-1)	780-1½ 577 (600-1½)	780-2 577 (600-2)
ASMUC FIX MINIMUMS				
S-35	580-¾	380 (400-¾)		580-1 380 (400-1)
CIRCLING	640-1 437 (500-1)	660-1 457 (500-1)	660-1½ 457 (500-1½)	780-2 577 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

LOC I-VDI	APP CRS	Rwy Idg	6003
110.3	247°	TDZE	274
		Apt Elev	275

ILS or LOC/NDB RWY 24

VIDALIA RGNL (VDI)

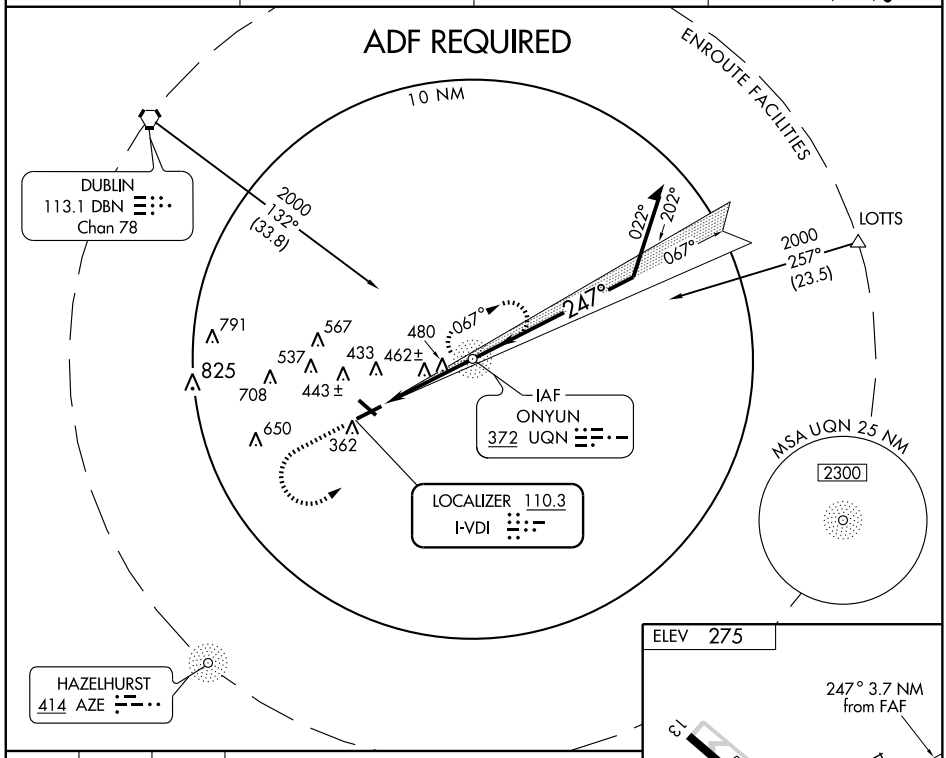
When local altimeter setting not received, use Alma altimeter setting and increase all DAs 103 feet and all MDAs 120 feet, increase S-LOC 24 Cat C and D visibilities ¼ mile. For inoperative MALSR, when using Alma altimeter setting increase S-ILS all Cats visibility ½ mile and circling Cat C ¼ mile and Cat D ½ mile.

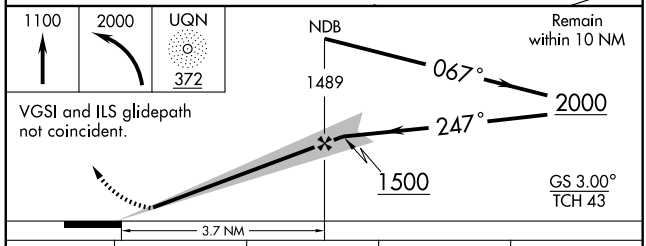
NA

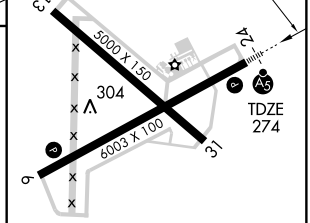
MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 2000 direct UQN NDB and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.925	132.3 290.4	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 24	474-½ 200 (200-½)			
S-LOC 24	740-½ 466 (500-½)		740-¾ 466 (500-¾)	740-1 466 (500-1)
CIRCLING	780-1 505 (600-1)		780-1½ 505 (600-1½)	920-2 645 (700-2)

HIRL Rwy 6-24 L

REIL Rwys 6 and 24

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

SE-4, 22 OCT 2009 to 19 NOV 2009

VIDALIA, GEORGIA

WAAS	APP CRS		
CH 69609	247°	Rwy Idg	6003
W24A		TDZE	274
		Apt Elev	275

AL-5607 (FAA)

RNAV (GPS) RWY 24

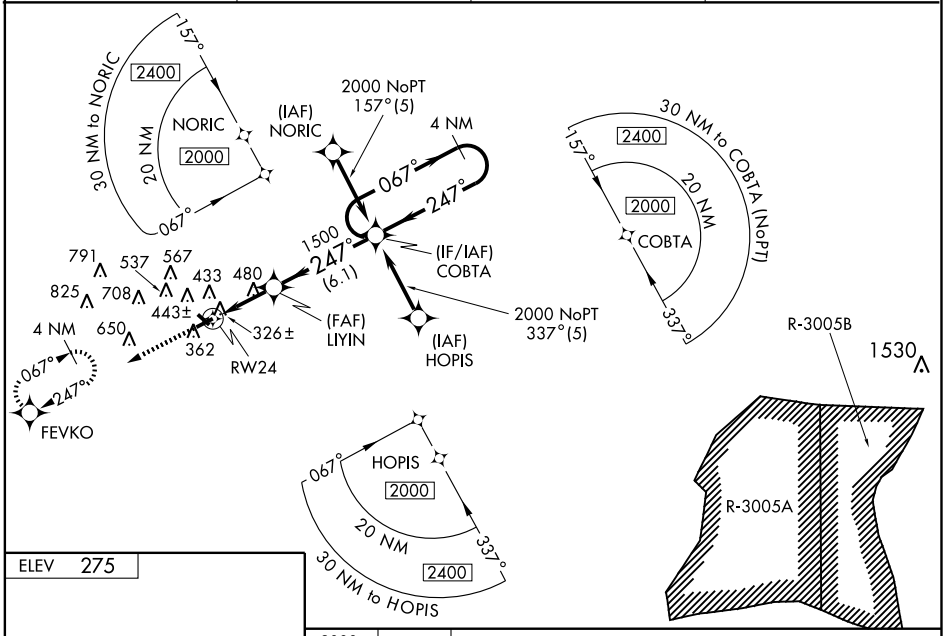
VIDALIA RGNL (VDI)

When local altimeter setting not received, use Alma altimeter setting and increase all DA 103 feet, all MDA 120 feet, LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cat. C visibility ¼ mile and Cat. D ½ mile, Circling Cats C and D visibility ¼ mile. For inoperative MALSR, increase LPV all Cats visibility to 1 mile, when using Alma altimeter setting, increase LPV all Cats visibility to 1½ mile. Baro-VNAV NA when using Alma altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP NA when using Alma altimeter setting.

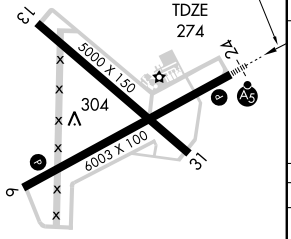
MALSR

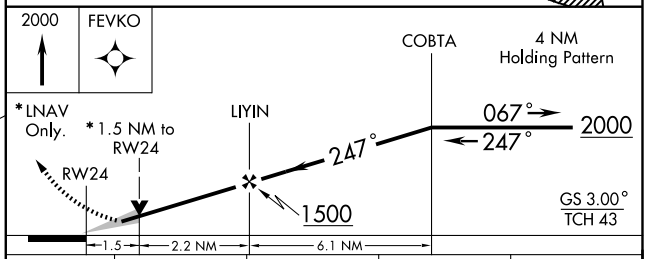
MISSED APPROACH: Climb to 2000 direct FEVKO and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.925	132.3 290.4	121.725	122.8 (CTAF) L



ELEV 275

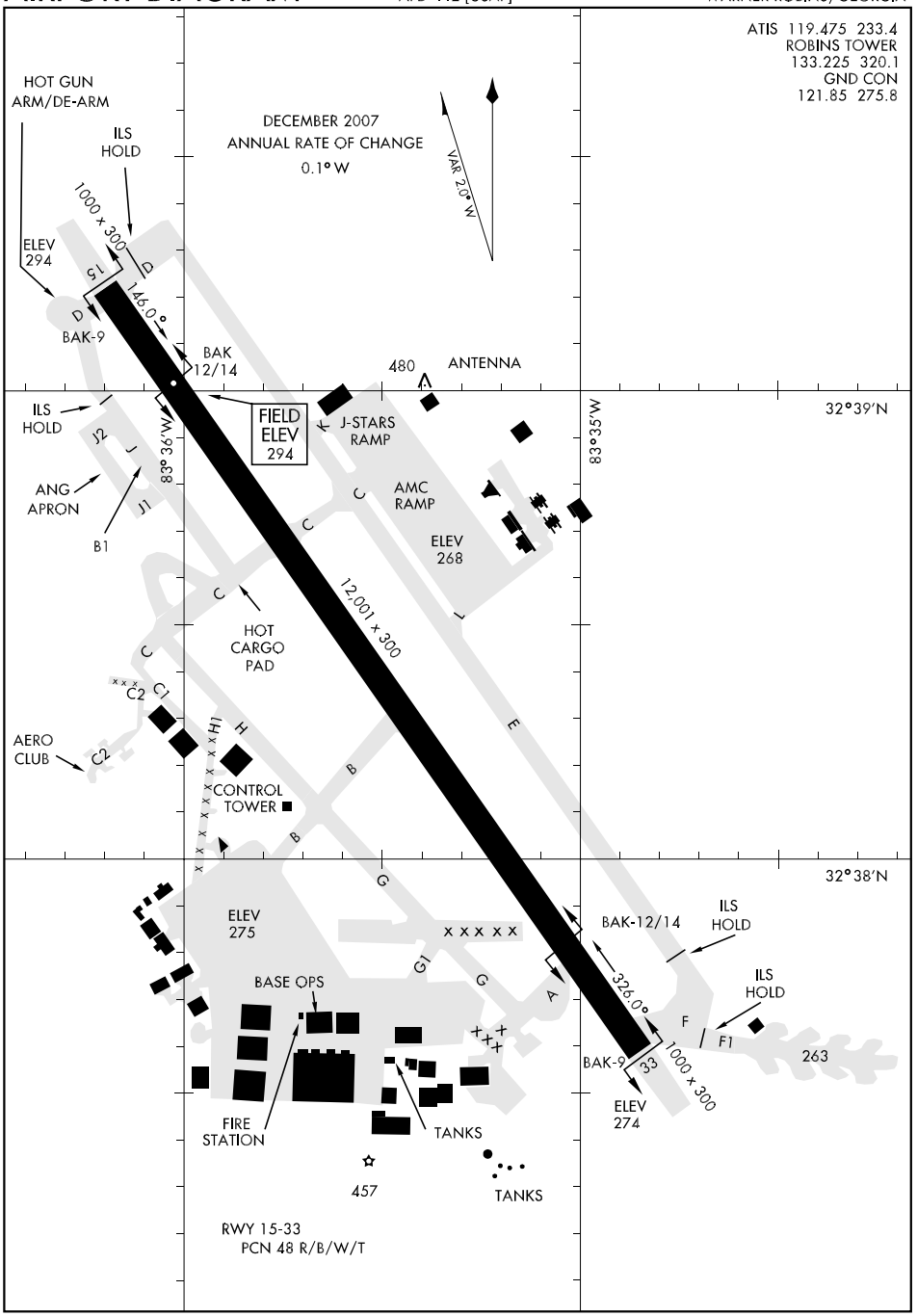




CATEGORY	A	B	C	D
LPV DA	564-½ 290 (300-½)			
LNAV/VNAV DA	772-1¼ 498 (500-1¼)			
LNAV MDA	780-½ 506 (600-½)		780-1 506 (600-1)	
CIRCLING	780-1 505 (600-1)		780-1½ 505 (600-1½)	840-2 565 (600-2)

HIRL Rwy 6-24 L
REIL Rwys 6 and 24

SE-4, 22 OCT 2009 to 19 NOV 2009



SE-4, 22 OCT 2009 to 19 NOV 2009

HI-ILS or LOC RWY 15

LOC I-RJM	APCH CRS	Rwy ldg 12,001 / TDZE 294 / Arpt Elev 294
111.7	146°	

JAL-442 [USAF]

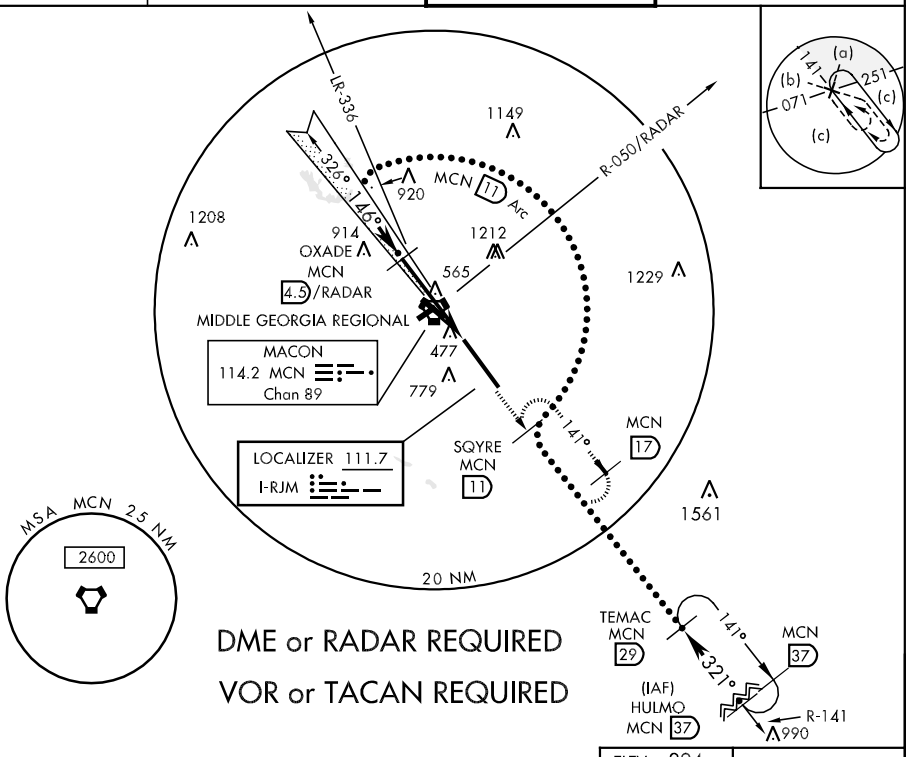
ROBINS AFB (KWRB)

*When ALS inop, increase RVR to 40 and vis to ¾ mile.
**When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
***Circling not authorized W of Rwy 15-33.

ALSF-1 (A1)

MISSED APPROACH: To 2600 out MCN R-141 to SQYRE and hold.

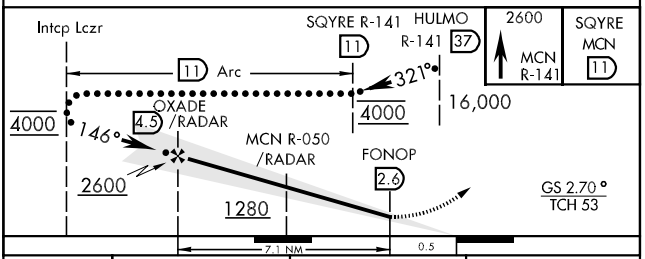
ATIS	ATLANTA APP CON	ROBINS TOWER	GND CON
119.475 233.4	124.2 279.6	133.225 320.1	121.85 275.8

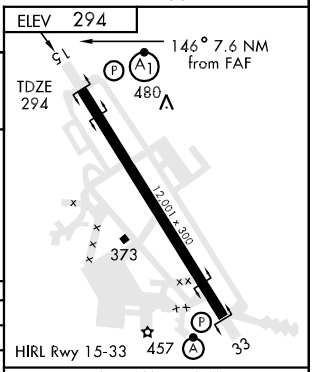


DME or RADAR REQUIRED

VOR or TACAN REQUIRED

EMERG SAFE ALT 100 NM 3700





CATEGORY	C	D	E
S-ILS 15*	494/24 200 (200- ½)		
S-LOC 15**	680/50 386 (400- ¾)		
CIRCLING ***	780-1½ 486 (500-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)

FAF to MAP 7.1 NM

Knots	120	140	160	180	200
Min:Sec	3:33	3:03	2:40	2:22	2:08

HI-ILS or LOC RWY 33

LOC I-WRB	APCH CRS	Rwy ldg 12,001 TDZE 275 Arpt Elev 294
110.1	326°	

JAL-442 [USAF]

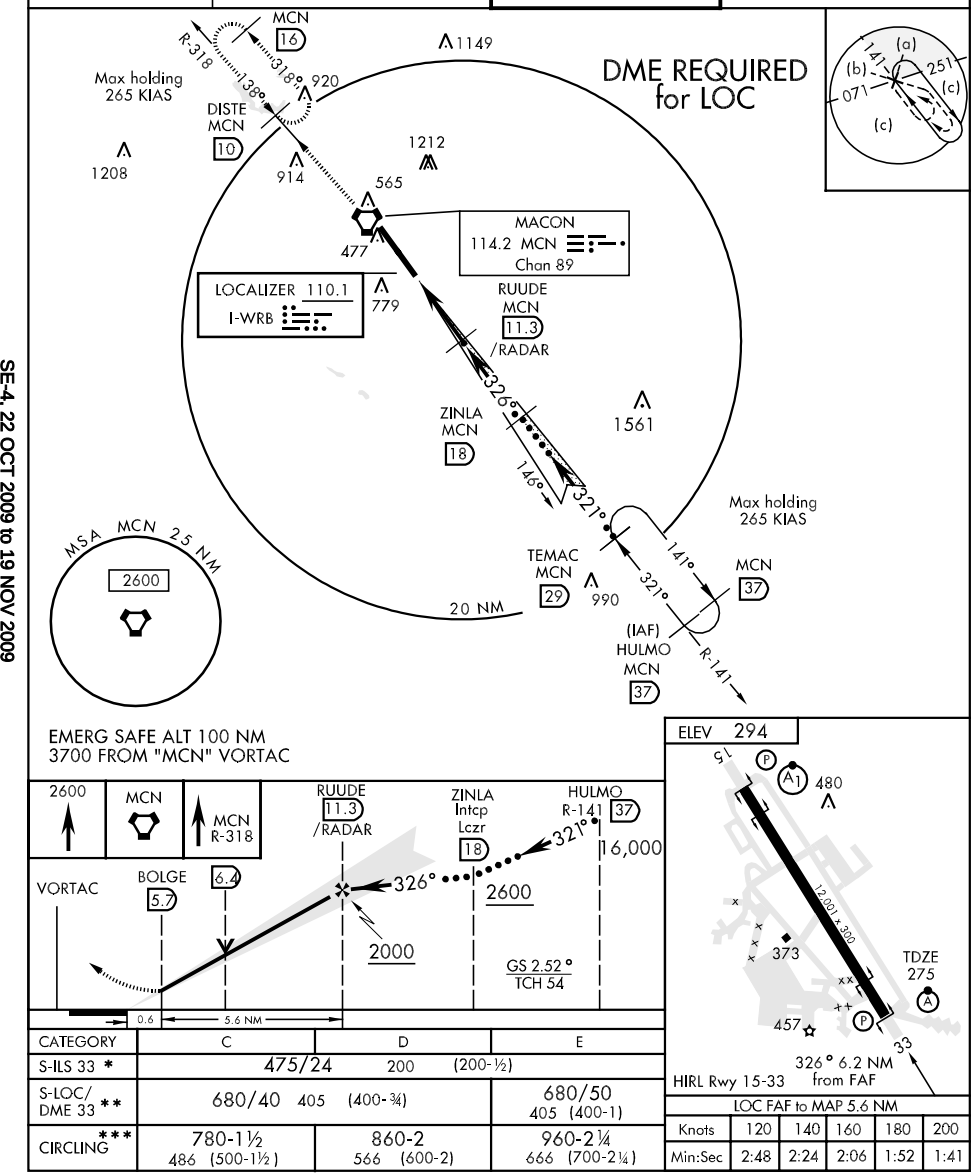
ROBINS AFB (KWRB)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
*** Circling not authorized W of Rwy 15-33.

ALSF-2 (A)

MISSED APPROACH: To 2600 to MCN VORTAC then out MCN R-318 to DISTE and hold.

ATIS	ATLANTA APP CON	ROBINS TOWER	GND CON
119.475 233.4	124.2 279.6	133.225 320.1	121.85 275.8



CATEGORY	C	D	E
S-ILS 33 *	475/24 200 (200-½)		
S-LOC/DME 33 **	680/40 405 (400-¾)		680/50 405 (400-1)
CIRCLING ***	780-1½ 486 (500-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)

LOC FAF to MAP 5.6 NM

Knots	120	140	160	180	200
Min:Sec	2:48	2:24	2:06	1:52	1:41

HI-VOR/DME or TACAN RWY 15

VORTAC MCN 114.2 Chan 89	APCH CRS 134°	Rwy ldg 12,001 TDZE 294 Arpt Elev 294

JAL-442 [USAF]

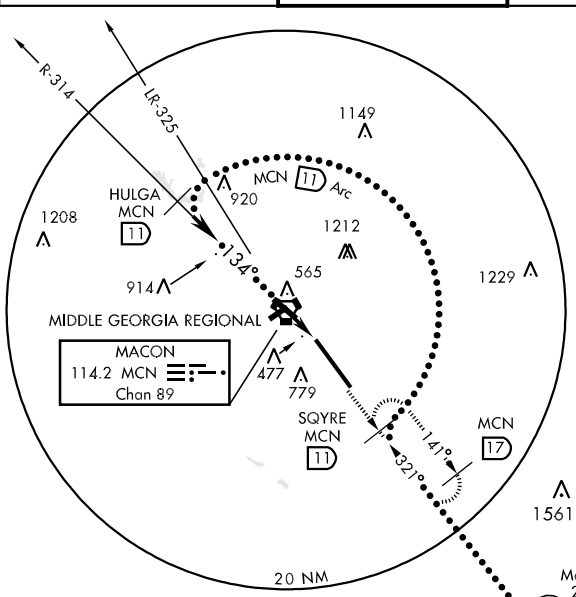
ROBINS AFB (KWRB)

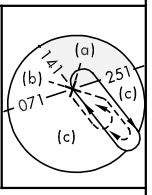
* When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, and CAT E vis to 2 miles.
** Circling not authorized W of Rwy 15-33.

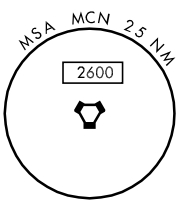
ALSF-1

MISSED APPROACH: To 2600 out MCN R-141 to SQYRE and hold.

ATIS	ATLANTA APP CON	ROBINS TOWER	GND CON
119.475 233.4	124.2 279.6	133.225 320.1	121.85 275.8







Max holding
265 KIAS

TEMAC
MCN
29

141°

321°

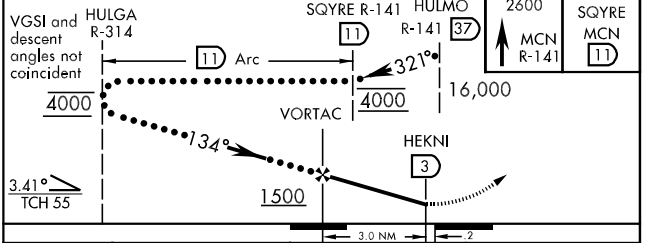
MCN
37

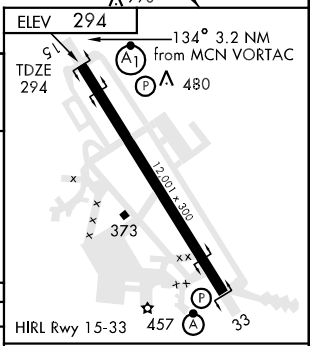
(IAF)
HULMO
MCN
37

R-141

990

EMERG SAFE ALT 100 NM 3700





CATEGORY	C	D	E
S-15 *	840/50 546 (600-1)	840/60 546 (600-1¼)	840-1½ 546 (600-1½)
CIRCLING **	840-1½ 546 (600-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)

FAF to MAP 3.0 NM

Knots	120	140	160	180	200
Min:Sec	1:30	1:17	1:08	1:00	0:54

HI-VOR/DME or TACAN RWY 33

VORTAC MCN 114.2 Chan 89	APCH CRS 318°	Rwy ldg 12,001 TDZE 275 Arpt Elev 294

JAL-442 [USAF]

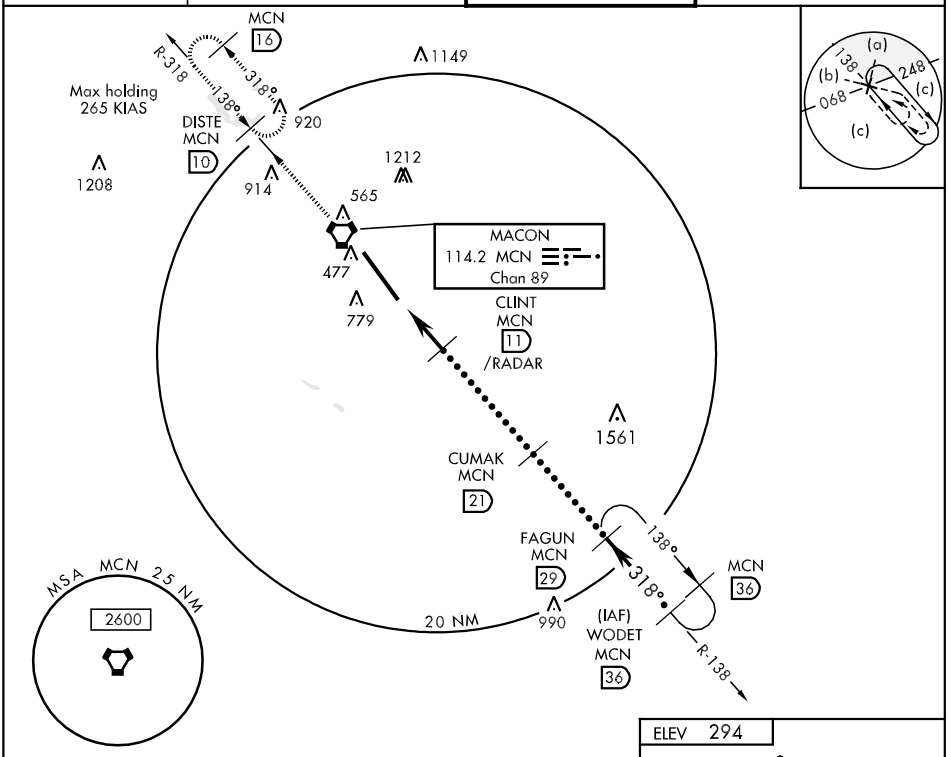
ROBINS AFB (KWRB)

* When ALS inop, increase CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy 15-33.

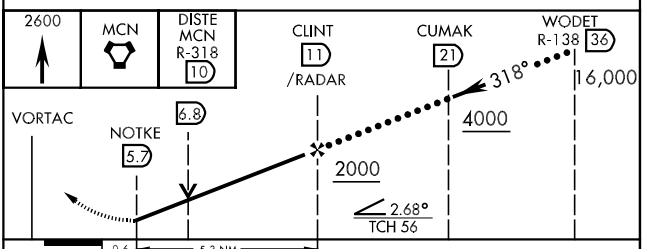
ALSF-2

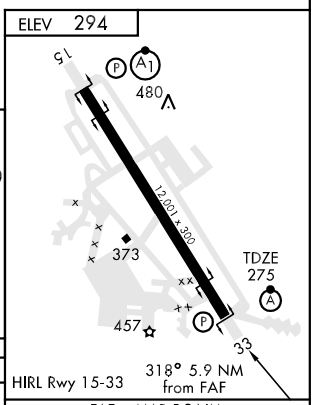
MISSED APPROACH: To 2600 to MCN VORTAC then out MCN R-318 to DISTE and hold.

ATIS	ATLANTA APP CON	ROBINS TOWER	GND CON
119.475 233.4	124.2 279.6	133.225 320.1	121.85 275.8



EMERG SAFE ALT 100 NM
3700 FROM "MCN" VORTAC





CATEGORY	C	D	E
S-33 *	780/50 505 (500-1)		780/60 505 (500-1¼)
CIRCLING**	780-1½ 486 (500-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)

FAF to MAP 5.3 NM

Knots	120	140	160	180	200
Min:Sec	2:39	2:16	1:59	1:46	1:35

ILS or LOC RWY 15

LOC I-RJM	APCH CRS	Rwy ldg 12,001 TDZE 294 Arpt Elev 294
111.7	146°	

AL-442 [USAF]

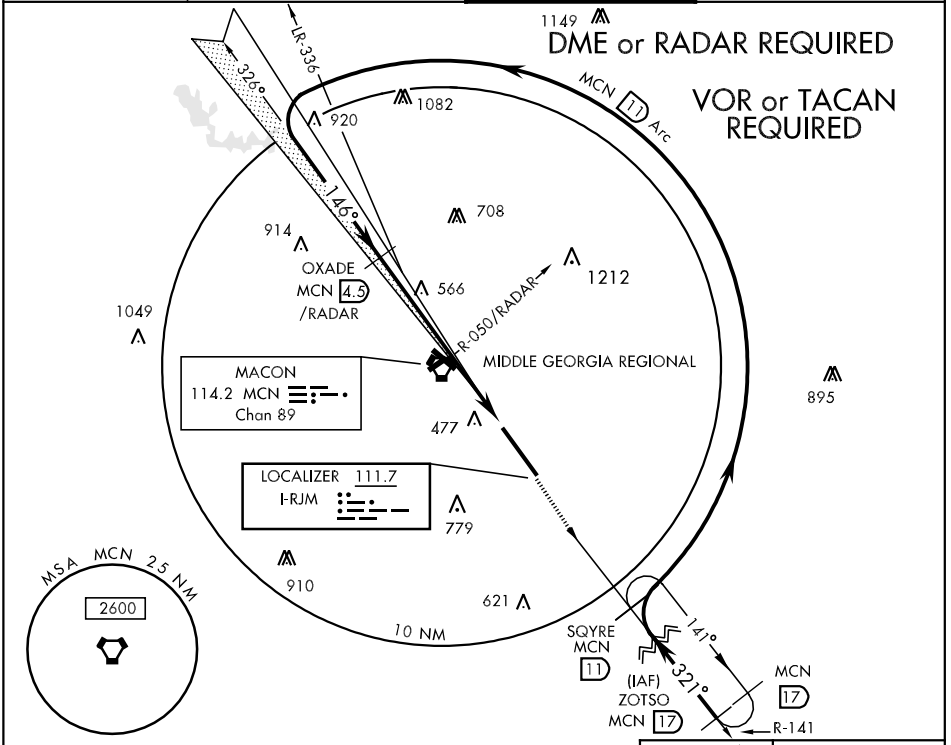
ROBINS AFB (KWRB)

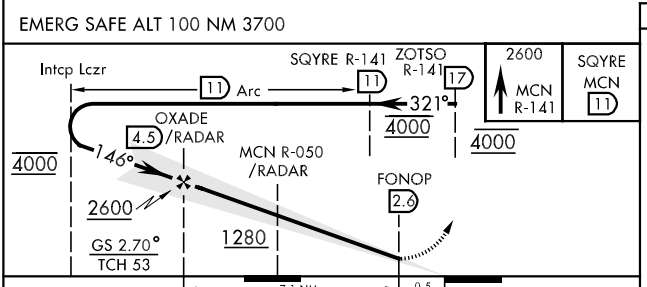
*When ALS inop, increase RVR to 40 and vis to ¾ mile.
**When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
***Circling not authorized W of Rwy 15-33.

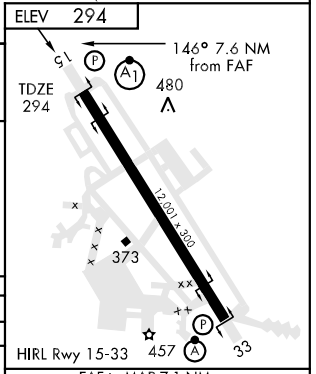
ALSF-1

MISSED APPROACH: To 2600 out MCN R-141 to SQYRE and hold.

ATIS	ATLANTA APP CON	ROBINS TOWER	GND CON
119.475 233.4	124.2 279.6	133.225 320.1	121.85 275.8







CATEGORY	A	B	C	D	E
S-ILS 15*	494/24		200 (200-½)		
S-LOC/ DME 15 **	680/24 386 (400-½)		680/40 386 (400-¾)		
CIRCLING ***	780-1 486 (500-1)		780-1½ 486 (500-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)

Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22

ILS or LOC RWY 33

LOC I-WRB	APCH CRS	Rwy ldg 12,001 TDZE 275 Arpt Elev 294
110.1	326°	

AL-442 [USAF]

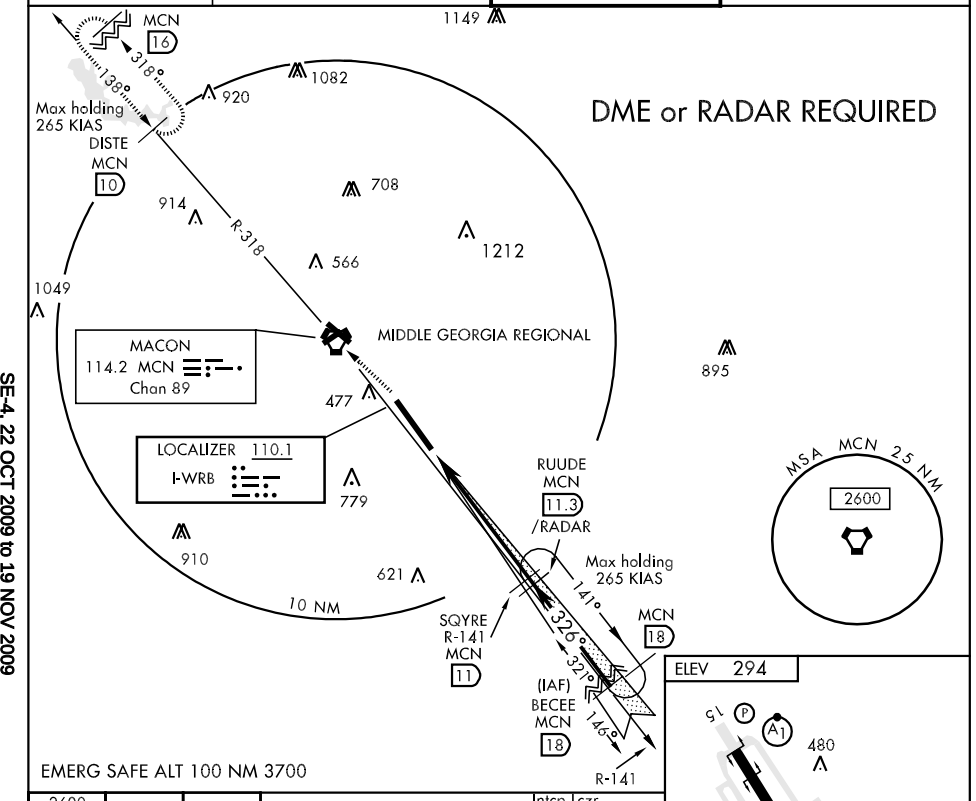
ROBINS AFB (KWRB)

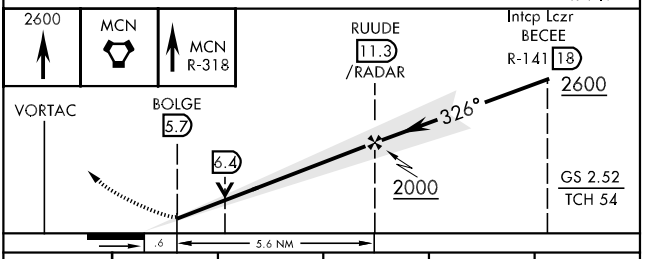
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
*** Circling not authorized W of Rwy 15-33.

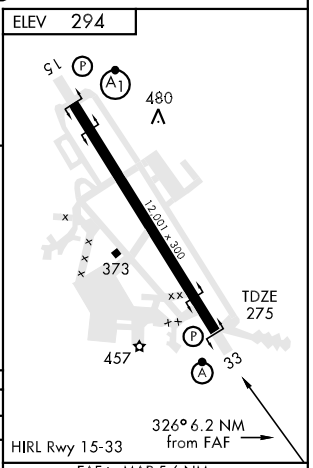
ALSF-2

MISSED APPROACH: To 2600 to MCN VORTAC then out MCN R-318 to DISTE and hold.

ATIS	ATLANTA APP CON	ROBINS TOWER	GND CON
119.475 233.4	124.2 279.6	133.225 320.1	121.85 275.8







CATEGORY	A	B	C	D	E
S-ILS 33 *	475/24 200 (200-½)				
S-LOC/ ** DME 33	680/24 405 (400-½)		680/40 405 (400-¾)		680/50 405 (400-1)
*** CIRCLING	780-1 486 (500-1)		780-1½ 486 (500-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)

HIRL Rwy 15-33

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

VOR/DME or TACAN RWY 33

VORTAC MCN 114.2 Chan 89	APCH CRS 318°	Rwy ldg 12,001 TDZE 275 Arpt Elev 294

AL-442 [USAF]

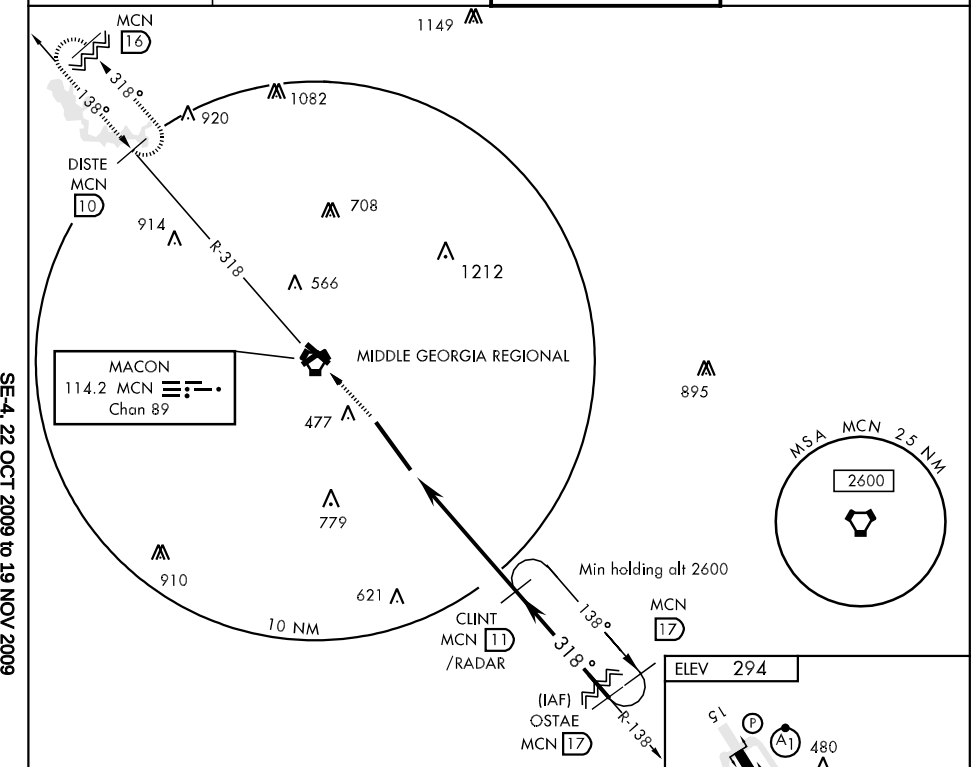
ROBINS AFB (KWRB)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy 15-33.

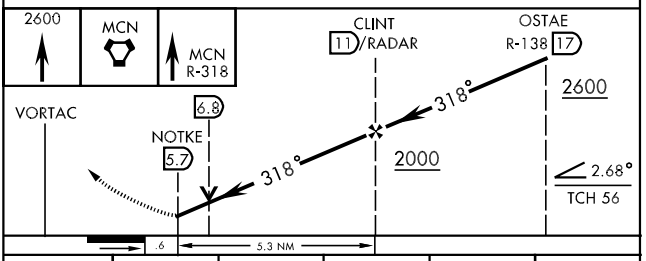
ALSF-2

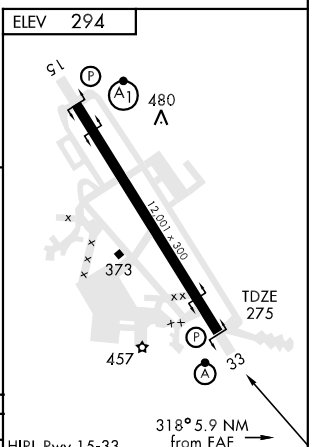
MISSED APPROACH: To 2600 to MCN VORTAC then out MCN R-318 and hold.

ATIS	ATLANTA APP CON	ROBINS TOWER	GND CON
119.475 233.4	124.2 279.6	133.225 320.1	121.85 275.8



EMERG SAFE ALT 100 NM 3700





CATEGORY	A	B	C	D	E
S-33 *	780/24 505 (500-½)		780/50 505 (500-1)		780/60 505 (500-1¼)
CIRCLING **	780-1 486 (500-1)		780-1½ 486 (500-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)

HIRL Rwy 15-33

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

VOR/DME Z RWY 33

VORTAC MCN	APCH CRS	Rwy ldg 12,001
114.2	318°	TDZE 275
Chan 89		Arpt Elev 294

AL-442 [USAF]

ROBINS AFB (KWRB)

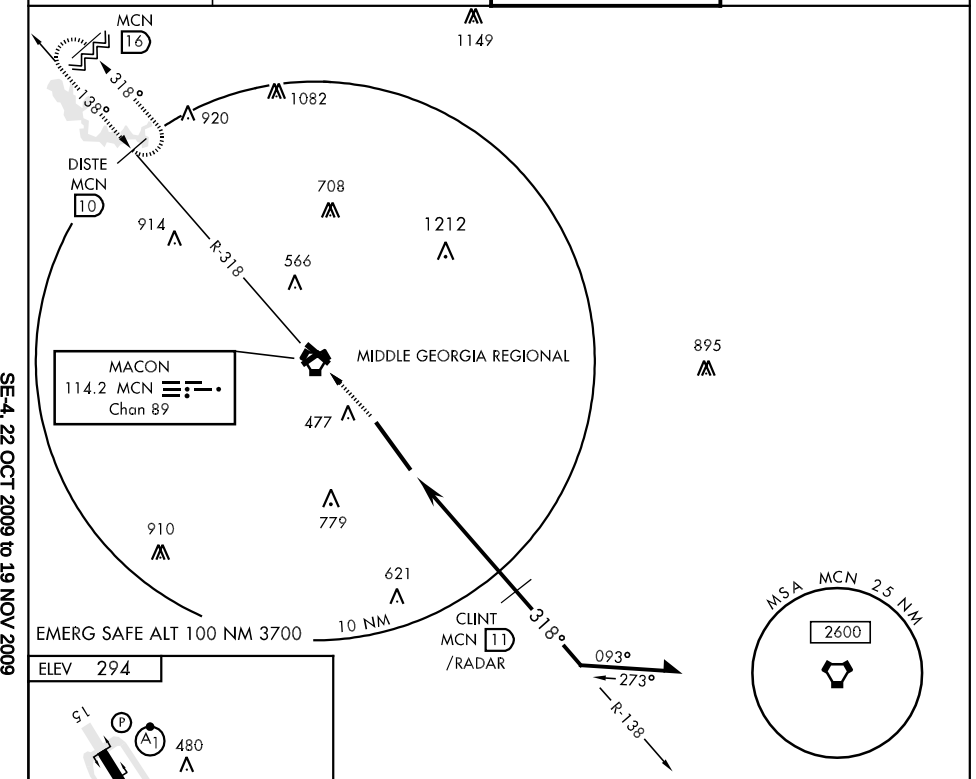
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.

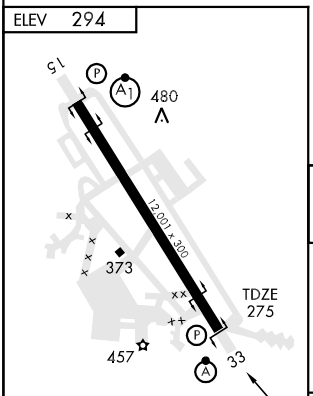
** Circling not authorized W of Rwy 15-33.

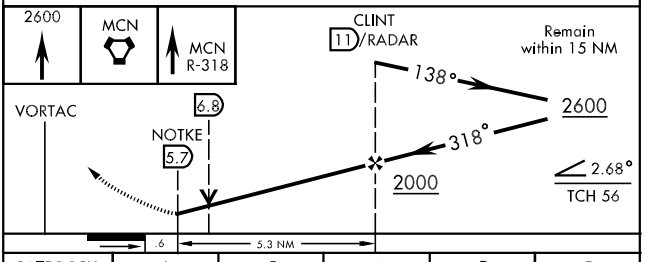
ALSF-2

MISSED APPROACH: To 2600 to MCN VORTAC then out MCN R-318 to DISTE and hold.

ATIS	ATLANTA APP CON	ROBINS TOWER	GND CON
119.475 233.4	124.2 279.6	133.225 320.1	121.85 275.8







FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D	E
S-33 *	780/24 505 (500-½)		780/50 505 (500-1)		780/60 505 (500-1¼)
CIRCLING **	780-1 486 (500-1)		780-1½ 486 (500-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)

VOR RWY 15

VORTAC MCN 114.2 Chan 89	APCH CRS 134°	Rwy ldg 12,001 TDZE 294 Arpt Elev 294

AL-442 [USAF]

ROBINS AFB (KWRB)

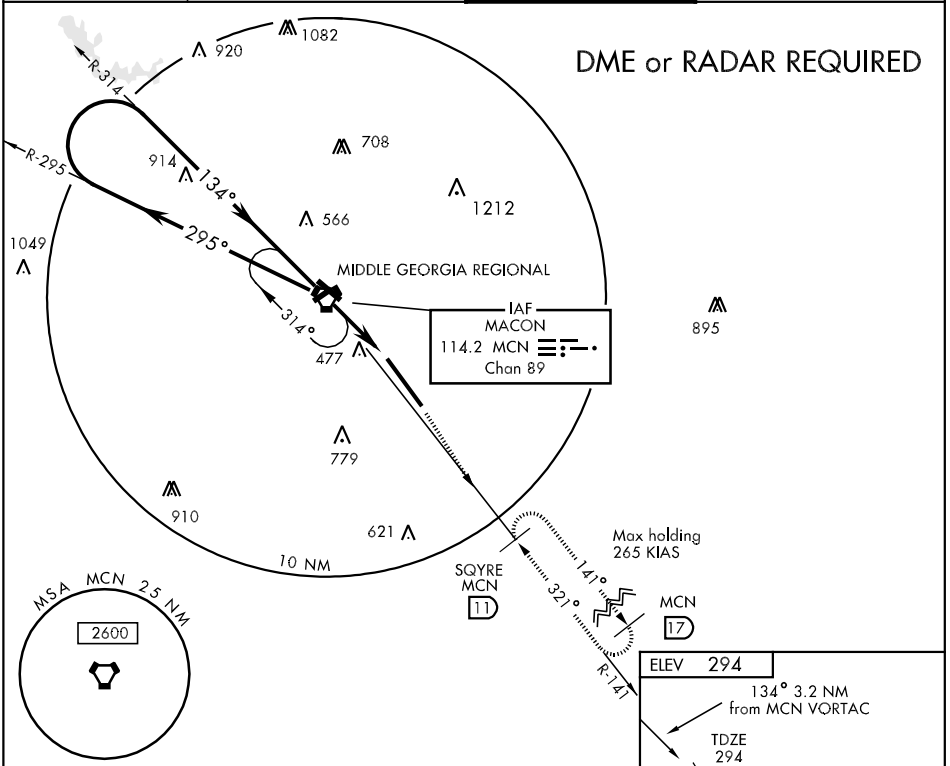
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 1½ mile, CAT DE vis to 1¾ mile.
** Circling not authorized W of Rwy 15-33.

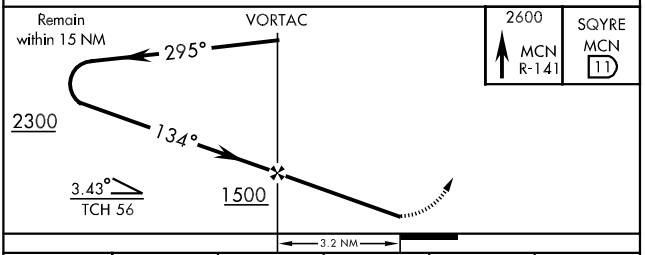
ALSF-1

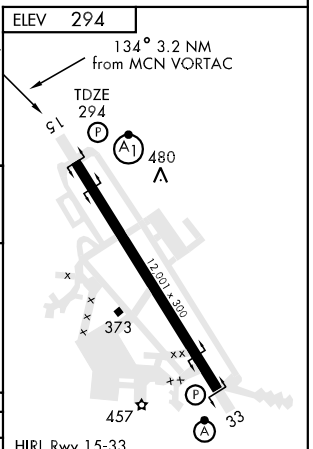
MISSED APPROACH: To 2600 out MCN R-141 to SQYRE and hold.

ATIS	ATLANTA APP CON	ROBINS TOWER	GND CON
119.475 233.4	124.2 279.6	133.225 320.1	121.85 275.8

DME or RADAR REQUIRED







CATEGORY	A	B	C	D	E
S-15 *	840/24 546 (600-½)		840/50 546 (600-1)	840/60 546 (600-1¼)	840-1½ 546 (600-1½)
CIRCLING **	840-1 546 (600-1)		840-1½ 546 (600-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)

FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

WAAS	APP CRS		
CH 62809 W13A	129°	Rwy Idg	4020
		TDZE	646
		Apt Elev	646

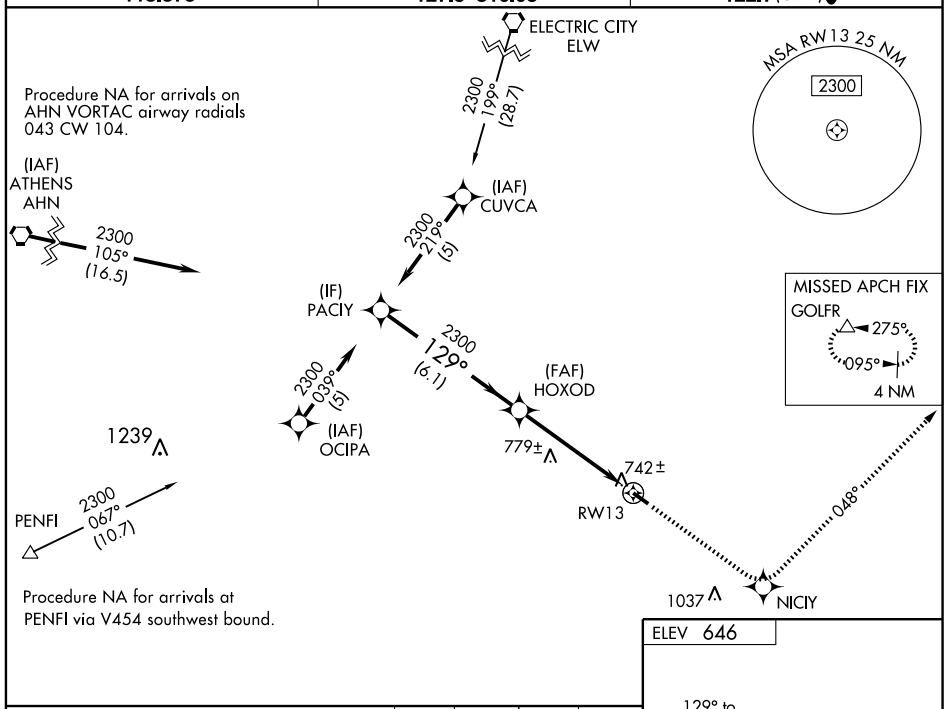
RNAV (GPS) RWY 13
WASHINGTON-WILKES COUNTY (IIY)

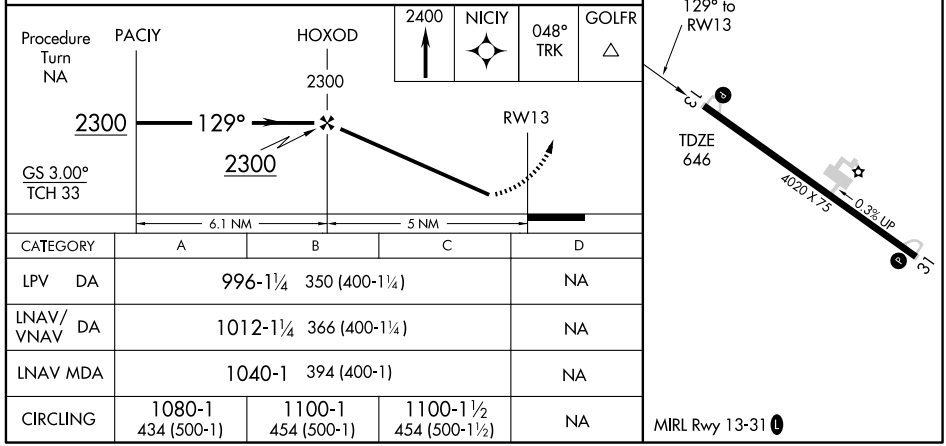
When local altimeter setting not received, use Athens altimeter setting and increase LPV DA to 1082, LNAV/VNAV DA to 1098, and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, and LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Athens altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climb to 2400 direct NICIY and via 048° track to GOLFR and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
118.375	127.5 316.05	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	996-1¼ 350 (400-1¼)			NA
LNAV/VNAV DA	1012-1¼ 366 (400-1¼)			NA
LNAV MDA	1040-1 394 (400-1)			NA
CIRCLING	1080-1 434 (500-1)	1100-1 454 (500-1)	1100-1½ 454 (500-1½)	NA

MIRL Rwy 13-31 L

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS CH 45609 W31A	APP CRS 309°	Rwy Idg 4020 TDZE 640 Apt Elev 646

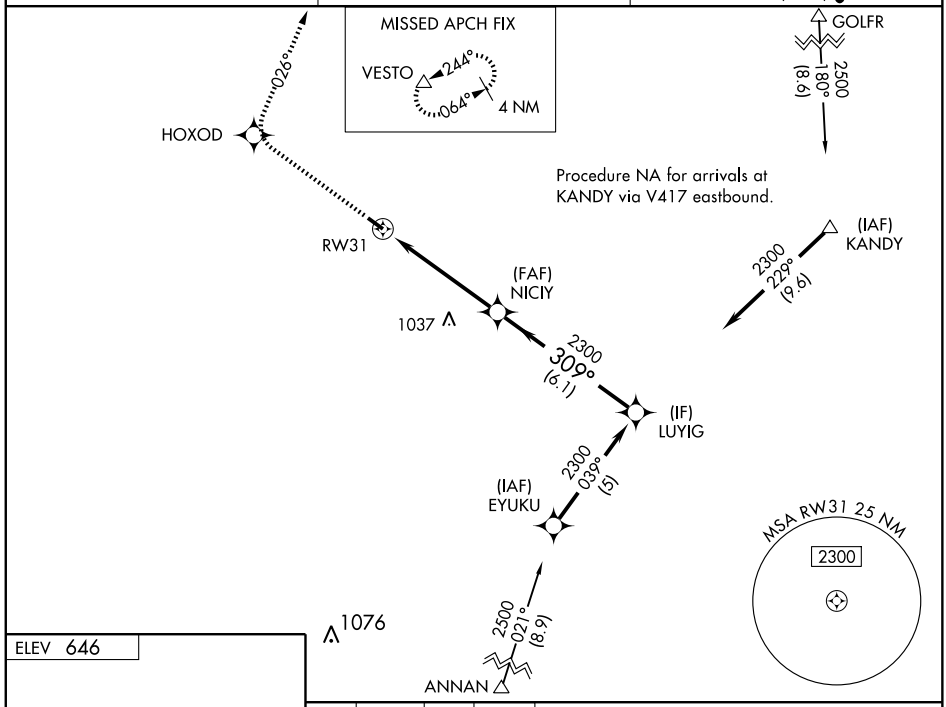
RNAV (GPS) RWY 31
WASHINGTON-WILKES COUNTY (IIY)

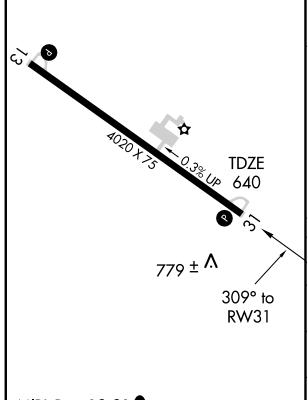
Baro-VNAV NA when using Athens altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Athens altimeter setting and increase LPV DA to 1078, LNAV/VNAV DA to 1135, and all MDA 100 feet; increase LPV all Cats., LNAV/VNAV all Cats., LNAV Cat. C, and Circling Cat. C visibility to ¼ mile.

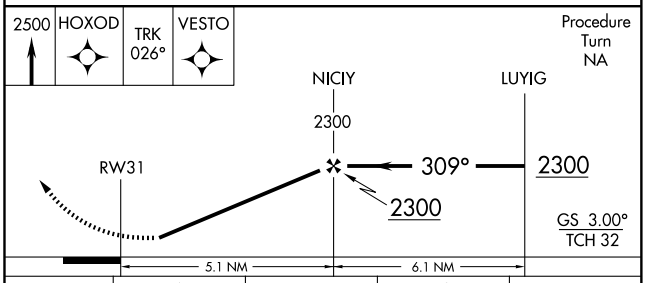
NA

MISSED APPROACH: Climb to 2500 direct HOXOD and via 026° track to VESTO and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
118.375	127.5 316.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	992-1¼ 352 (400-1¼)			NA
LNAV/VNAV DA	1049-1½ 409 (500-1½)			NA
LNAV MDA	1180-1 540 (600-1)		1180-1½ 540 (600-1½)	NA
CIRCLING	1180-1 534 (600-1)		1180-1½ 534 (600-1½)	NA

SE-4, 22 OCT 2009 to 19 NOV 2009

WASHINGTON, GEORGIA AL-5970 (FAA)

VORTAC AHN	APP CRS	Rwy Idg	4020
109.6	111°	TDZE	645
Chan 33		Apt Elev	645

VOR/DME RWY 13
WASHINGTON-WILKES COUNTY (IIY)

Visibility reduction by helicopters NA.
If local altimeter setting not received, use Athens altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing left turn to 2300 via AHN R-111 to RAYLE/22 DME and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
118.375	127.5 316.05	122.7 (CTAF) L

2049

Holding not required for arrivals at AHN VORTAC on airway radials 291 CW 340.

IAF
ATHENS
109.6 AHN
Chan 33

(IAF)
JOSPI
AHN 12

MSA AHN 25 NM
3700

R-043

AHN 12 Arc

2300 NoPT

111°
1 min
291°

2300 NoPT
111°
(12)

R-111

(IF)
FUSTY
AHN 12

2300
111°
(10)

291°
1 min
111°

(IAF)
RAYLE
AHN 22

839±

RW13

R-195

2300 NoPT

AHN 12 Arc

(IAF)
JOTNO
AHN 12

10 NM

ELEV 645

111° 5 NM from FAF

TDZE
645

4020 X 75

0.3% UP

RW13

RW31

One Minute Holding Pattern

RAYLE
AHN 22

2300

291°
111°

111°

RW13
AHN 27

3.04°
TCH 31

5 NM

2300

AHN R-111
109.6

RAYLE
AHN 22

CATEGORY	A	B	C	D
S-13	1100-1 455 (500-1)	1100-1¼ 455 (500-1¼)	1100-1½ 455 (500-1½)	NA
CIRCLING	1100-1 455 (500-1)	1100-1¼ 455 (500-1¼)	1100-1½ 455 (500-1½)	NA

MIRL Rwy 13-31 L

SE-4, 22 OCT 2009 to 19 NOV 2009

LOC I-AYS	APP CRS	Rwy Idg	6000
108.3	184°	TDZE	141
		Apt Elev	142

ILS or LOC RWY 18
WAYCROSS-WARE COUNTY (AYS)

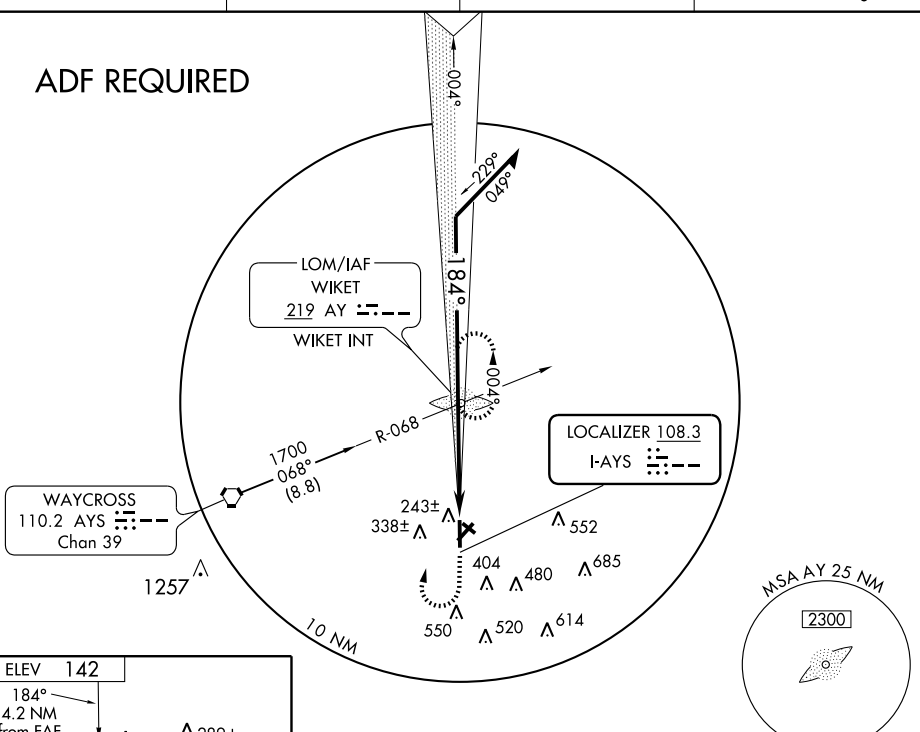
If local altimeter setting not received use Bacon County altimeter setting and increase all DAs/MDAs 60 feet.

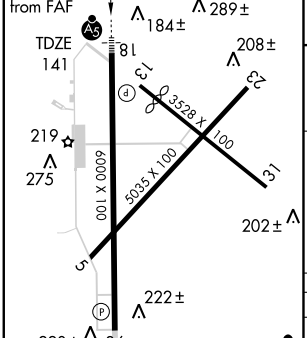
MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 1700 direct WIKET LOM and hold.

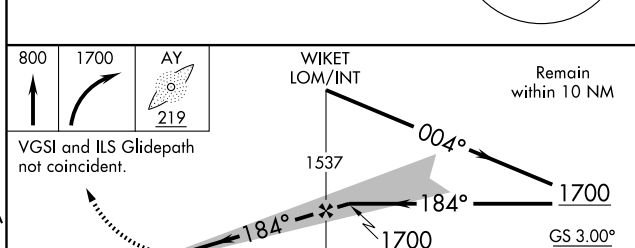
AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
118.575	132.3 290.4	121.725	122.8 (CTAF) L

ADF REQUIRED





FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-ILS 18	341-½ 200 (200-½)			
S-LOC 18	620-½ 479 (500-½)		620-¾ 479 (500-¾)	620-1 479 (500-1)
CIRCLING	680-1 538 (600-1)	700-1 558 (600-1)	700-1½ 558 (600-1½)	720-2 578 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	6000
CH 45509	184°	TDZE	141
W18A		Apt Elev	142

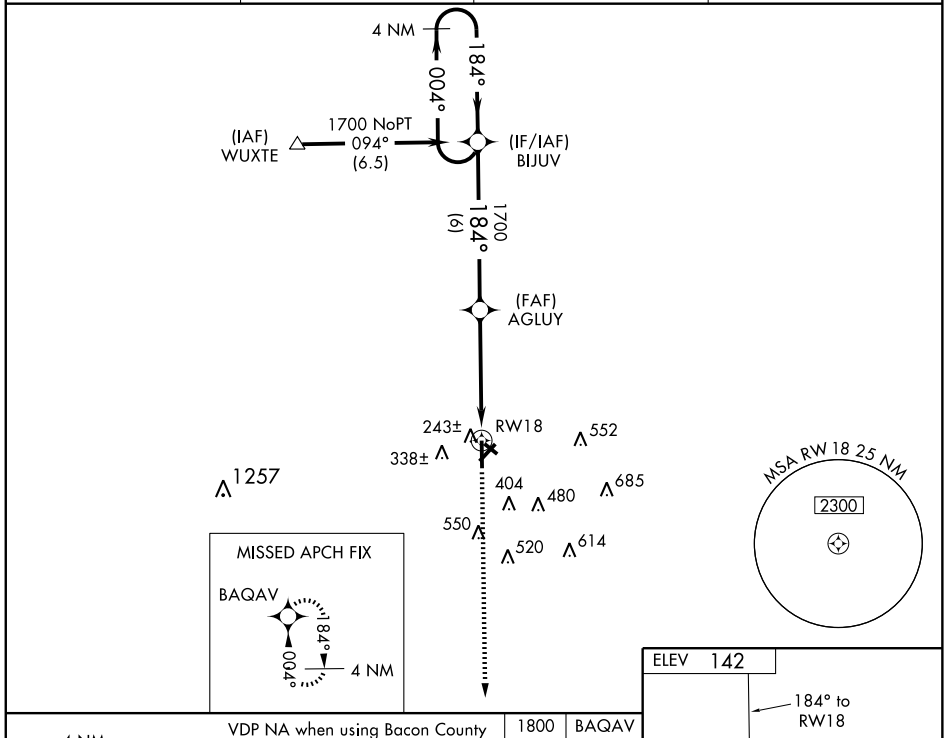
RNAV (GPS) RWY 18
WAYCROSS-WARE COUNTY (AYS)

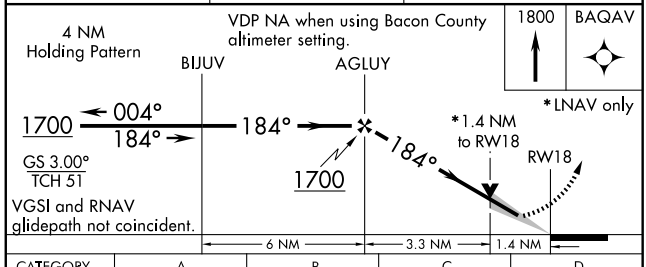
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Bacon County altimeter setting and increase all DAs/MDAs 60 feet. For inoperative MALSR, increase LPV all Cats visibility to 1.

MALSR

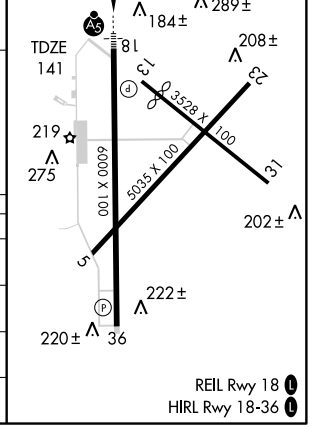
MISSED APPROACH: Climb to 1800 direct BAQAV and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
118.575	132.3 290.4	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	400-½ 259 (300-½)			
LNAV/VNAV DA	NA			
LNAV MDA	620-½ 479 (500-½)		620-¾ 479 (500-¾)	620-1 479 (500-1)
CIRCLING	680-1 538 (600-1)	700-1 558 (600-1)	700-1½ 558 (600-1½)	720-2 578 (600-2)



SE-4, 22 OCT 2009 to 19 NOV 2009

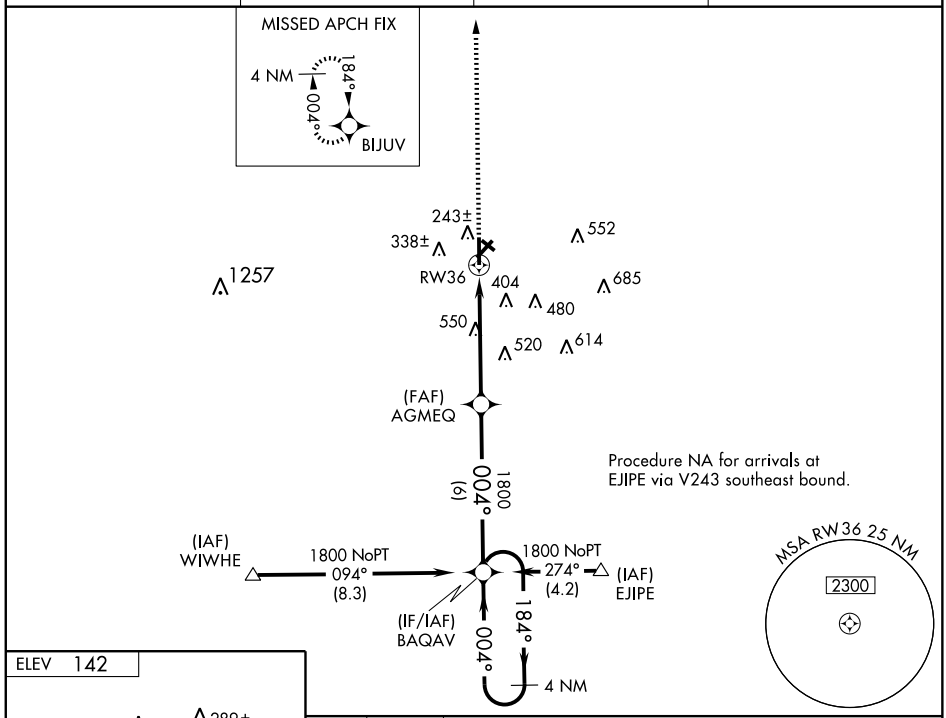
WAAS	APP CRS	Rwy Idg	6000
CH 56209	004°	TDZE	141
W36A		Apt Elev	142

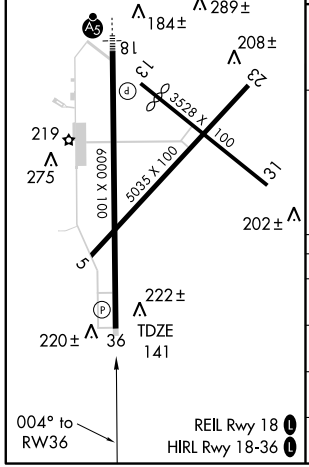
RNAV (GPS) RWY 36
WAYCROSS-WARE COUNTY (AYS)

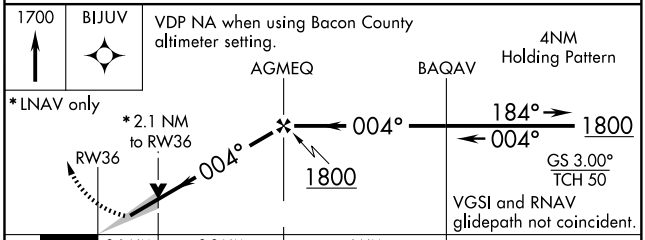
If local altimeter setting not received, use Bacon County altimeter setting and increase all DAs/MDAs 60 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1700 direct BIJUV and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
118.575	132.3 290.4	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	400-1 259 (300-1)			
LNAV/VNAV DA	NA			
LNAV MDA	860-1 719 (800-1)		860-2 719 (800-2)	860-2¼ 719 (800-2¼)
CIRCLING	860-1 718 (800-1)		860-2 718 (800-2)	860-2¼ 718 (800-2¼)

SE-4, 22 OCT 2009 to 19 NOV 2009

VORTAC AYS	APP CRS	Rwy Idg	N/A
110.2	099°	TDZE	N/A
Chan 39		Apt Elev	142

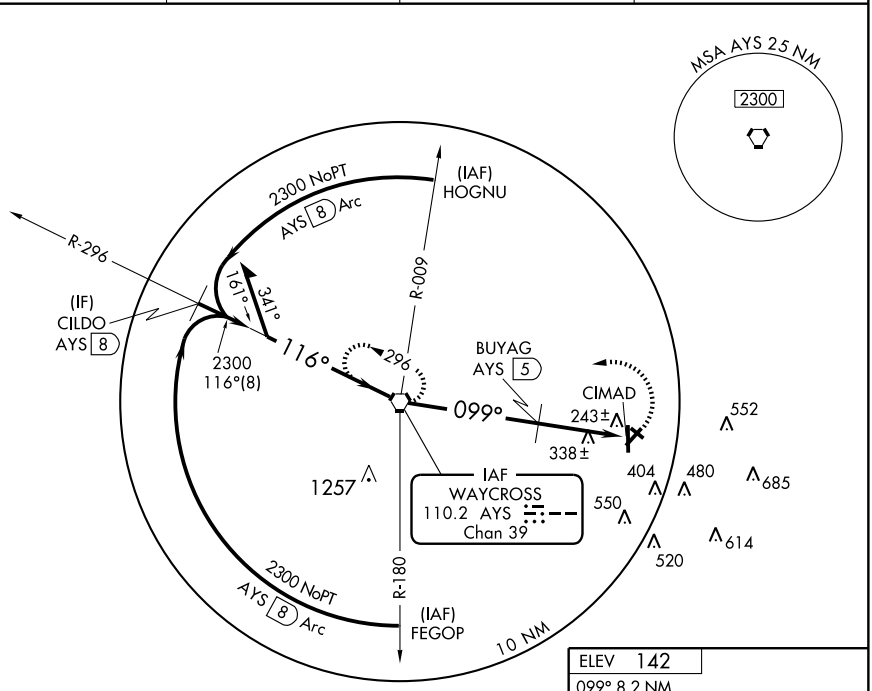
VOR-A

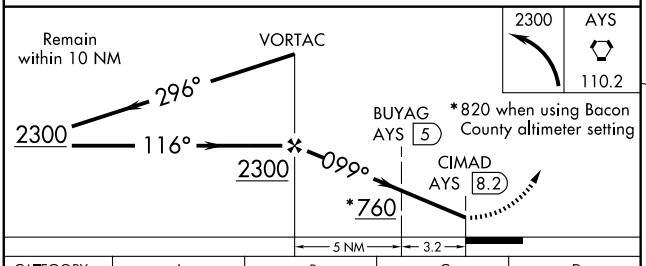
WAYCROSS-WARE COUNTY (AYS)

If local altimeter setting not received, use Bacon County altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2300 direct AYS VORTAC and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
118.575	132.3 290.4	121.725	122.8 (CTAF) L

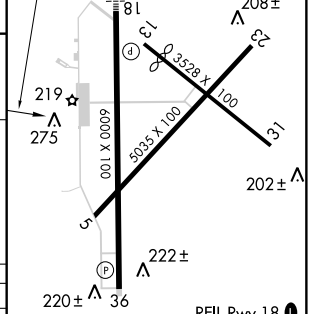




CATEGORY	A	B	C	D
CIRCLING	760-1 618 (700-1)		760-1¾ 618 (700-1¾)	760-2 618 (700-2)

BUYAG FIX MINIMUMS

CIRCLING	680-1 538 (600-1)	700-1 558 (600-1)	700-1½ 558 (600-1½)	720-2 578 (600-2)



FAF to MAP 8.2 NM

Knots	60	90	120	150	180
Min:Sec	8:12	5:28	4:06	3:17	2:44

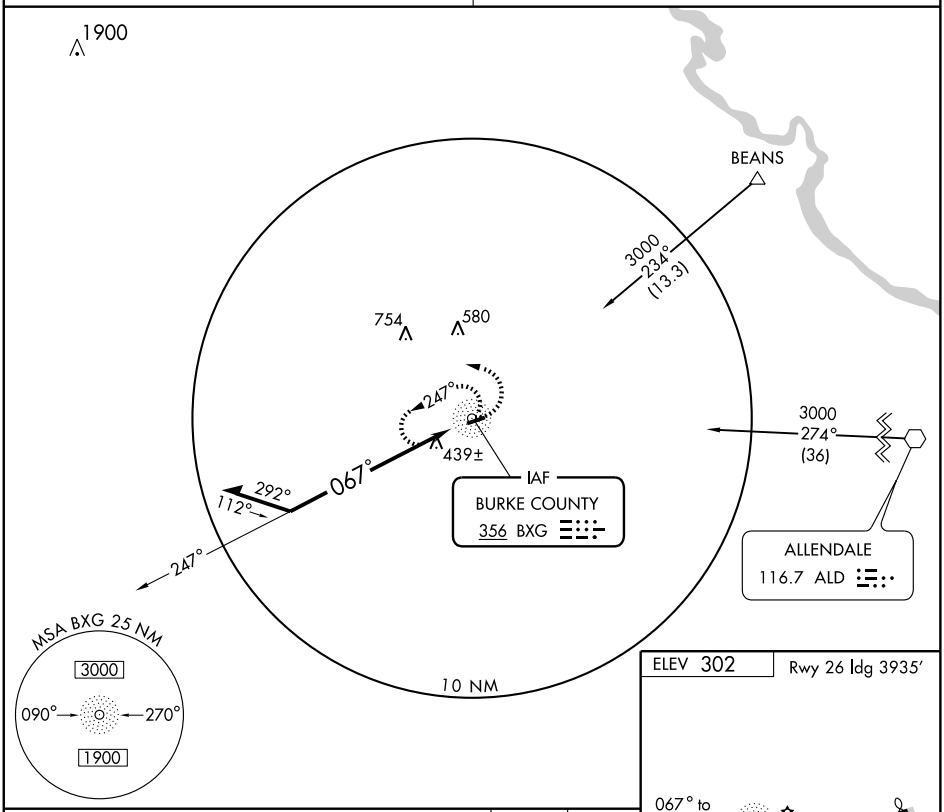
SE-4, 22 OCT 2009 to 19 NOV 2009

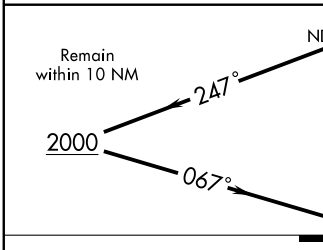
NDB BXG 356	APP CRS 067°	Rwy Idg 4035 TDZE 295 Apt Elev 302

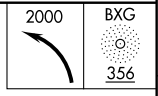
NDB RWY 8

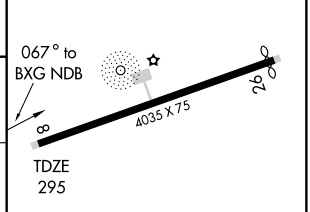
WAYNESBORO/ BURKE COUNTY (BXG)

NA Use Augusta Rgnl at Bush Field altimeter setting.	MISSED APPROACH: Climbing left turn to 2000 in BXG NDB holding pattern.
AUGUSTA APP CON ★ 126.8 270.3	CTAF 122.9 L









MIRL Rwy 8-26 L

CATEGORY	A	B	C	D
S-8	900-1 605 (600-1)		900-1¾ 605 (600-1¾)	NA
CIRCLING	900-1 598 (600-1)		900-1¾ 598 (600-1¾)	NA

Knots	60	90	120	150	180
Min:Sec					

SE-4, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy ldg	4035
075°	TDZE	295
	Apt Elev	302

RNAV (GPS) RWY 8

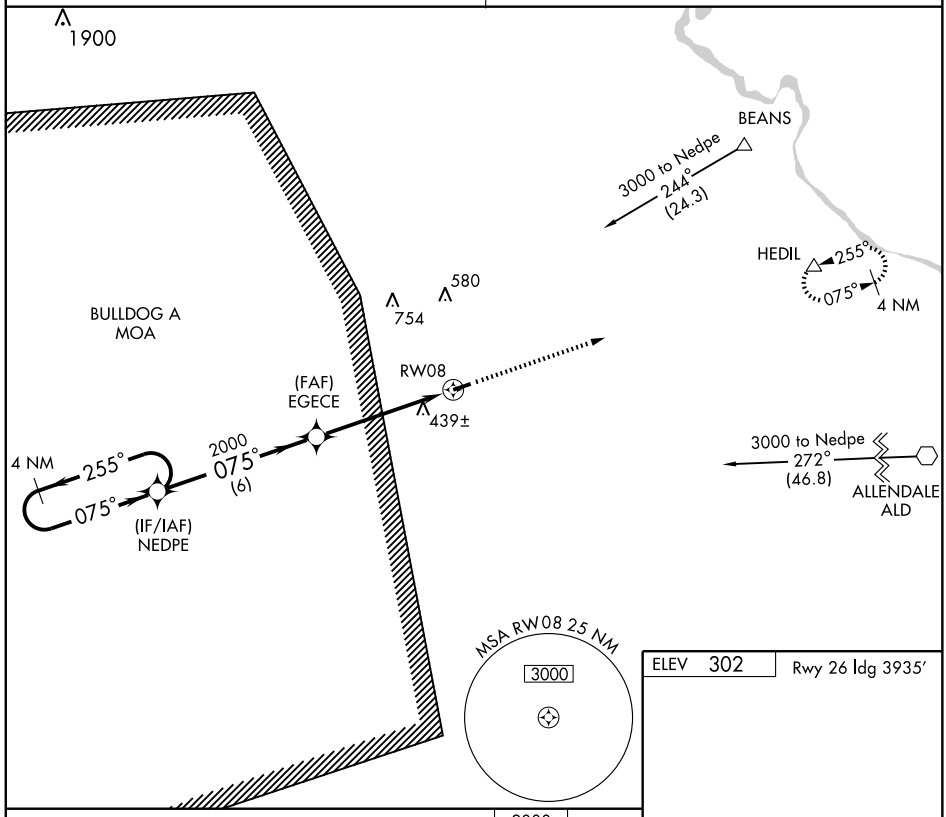
WAYNESBORO/ BURKE COUNTY (BXG)

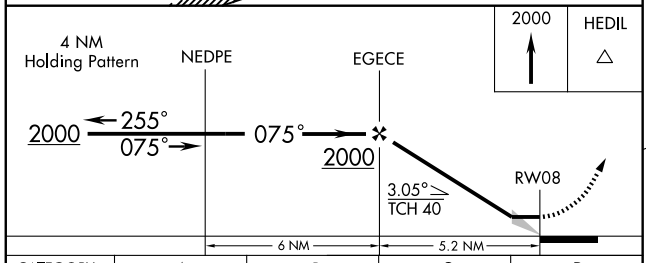
Use Augusta Rgnl at Bush Field altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

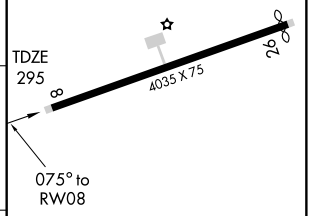
NA

MISSED APPROACH: Climb to 2000 direct HEDIL and hold.

AUGUSTA APP CON ★	CTAF
126.8 270.3	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	800-1 505 (500-1)		800-1½ 505 (500-1½)	NA
CIRCLING	860-1 558 (600-1)		860-1½ 558 (600-1½)	NA

MIRL Rwy 8-26 L

SE-4, 22 OCT 2009 to 19 NOV 2009

WAYNESBORO, GEORGIA AL-6816 (FAA)

APP CRS	Rwy Idg	3935
255°	TDZE	302
	Apt Elev	302

RNAV (GPS) RWY 26

WAYNESBORO/ BURKE COUNTY (BXG)

Use Augusta Rgnl at Bush Field altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climb to 2000 direct NEDPE and hold.

AUGUSTA APP CON ★
126.8 270.3

CTAF
122.9 L

1900

758
(IF/IAF)
HEDIL
255°
075°
4 NM

754
580
(FAF)
CEVGU
2000
255°
(7.8)

449±
RW26

BULLDOG A
MOA

4 NM
255°
075°
NEDPE

MSA RW 26 25 NM
3000

ELEV 302
Rwy 26 ldg 3935′

255° to RW26

8
4035 X 75
26
TDZE
302

2000
NEDPE

CEVGU
HEDIL
4 NM
Holding Pattern

255°
2000
075°
255°
2000

RW26
3.04°
TCH 40

5.1 NM
7.8 NM

CATEGORY	A	B	C	D
LNAV MDA	800-1 498 (500-1)		800-1¼ 498 (500-1¼)	NA
CIRCLING	860-1 558 (600-1)		860-1½ 558 (600-1½)	NA

MIRL Rwy 8-26 L

SE-4, 22 OCT 2009 to 19 NOV 2009

WINDER, GEORGIA

LOC I-IDR	APP CRS	Rwy Idg	5160
111.5	311°	TDZE	920
		Apt Elev	943

AL-5360 (FAA)

LOC RWY 31

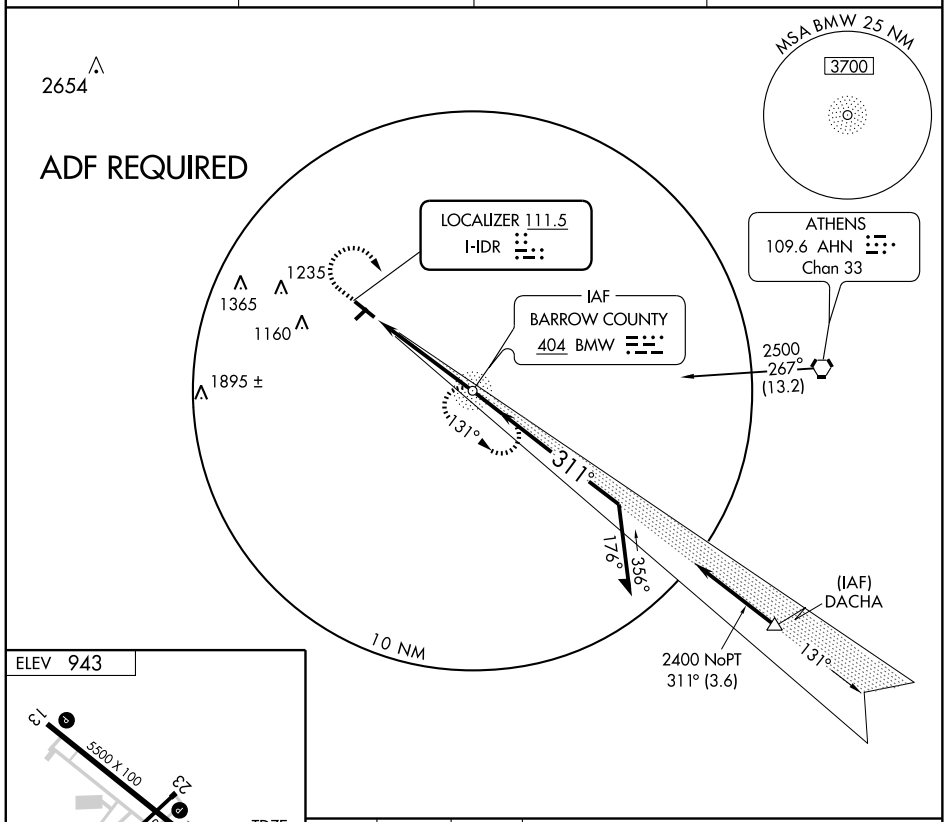
BARROW COUNTY AIRPORT (WDR)

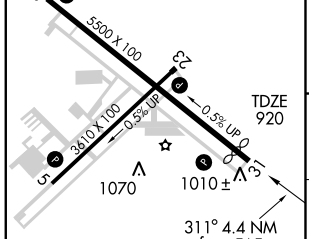
NA

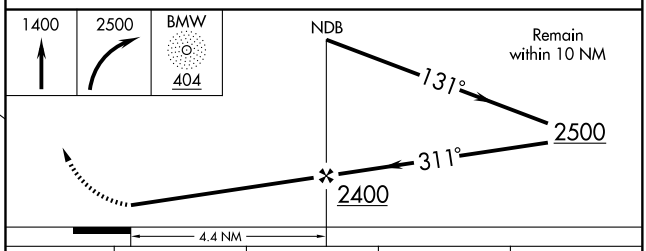
Use Athens altimeter setting.

MISSED APPROACH: Climb to 1400, then climbing right turn to 2500 direct BMW NDB and hold.

AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
118.575	132.475 291.1	121.725	123.0 (CTAF) L







FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
S-LOC-31	1320-1 400 (400-1)			1320-1¼ 400 (400-1¼)
CIRCLING	1440-1 497 (500-1)	1500-1 557 (600-1)	1500-1½ 557 (600-1½)	1520-2 577 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

WINDER, GEORGIA

NDB BMW 404	APP CRS 311°	Rwy Idg 5160 TDZE 920 Apt Elev 943

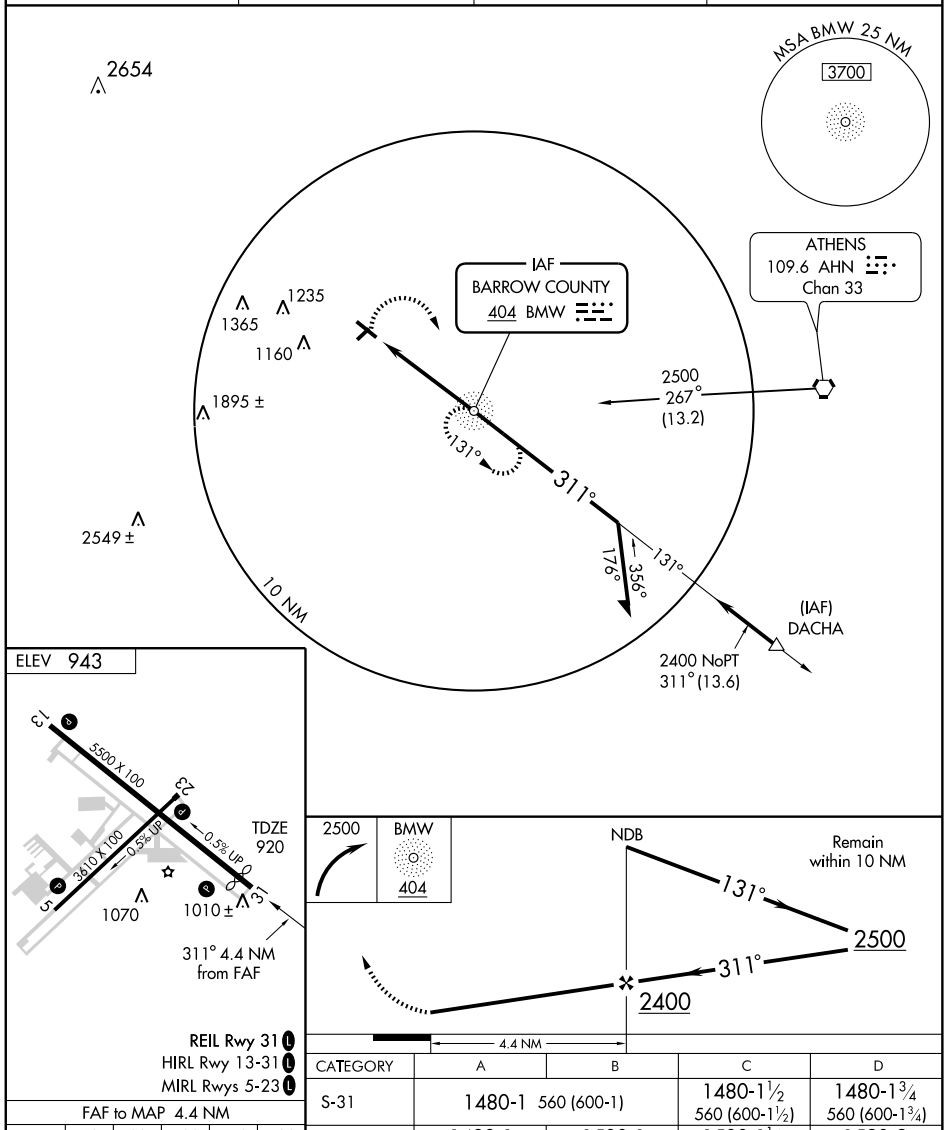
AL-5360 (FAA)

NDB RWY 31

BARROW COUNTY AIRPORT (WDR)

NA	Use Athens altimeter setting.
MISSED APPROACH: Climbing right turn to 2500 direct BMW NDB and hold.	

AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
118.575	132.475 291.1	121.725	123.0 (CTAF) L



REIL Rwy 31 L
HIRL Rwy 13-31 L
MIRL Rwys 5-23 L

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
S-31	1480-1 560 (600-1)		1480-1½ 560 (600-1½)	1480-1¾ 560 (600-1¾)
CIRCLING	1480-1 537 (600-1)	1500-1 557 (600-1)	1500-1½ 557 (600-1½)	1520-2 577 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	5500
CH 90305	132°	TDZE	935
W13A		Apt Elev	943

AL-5360 (FAA)

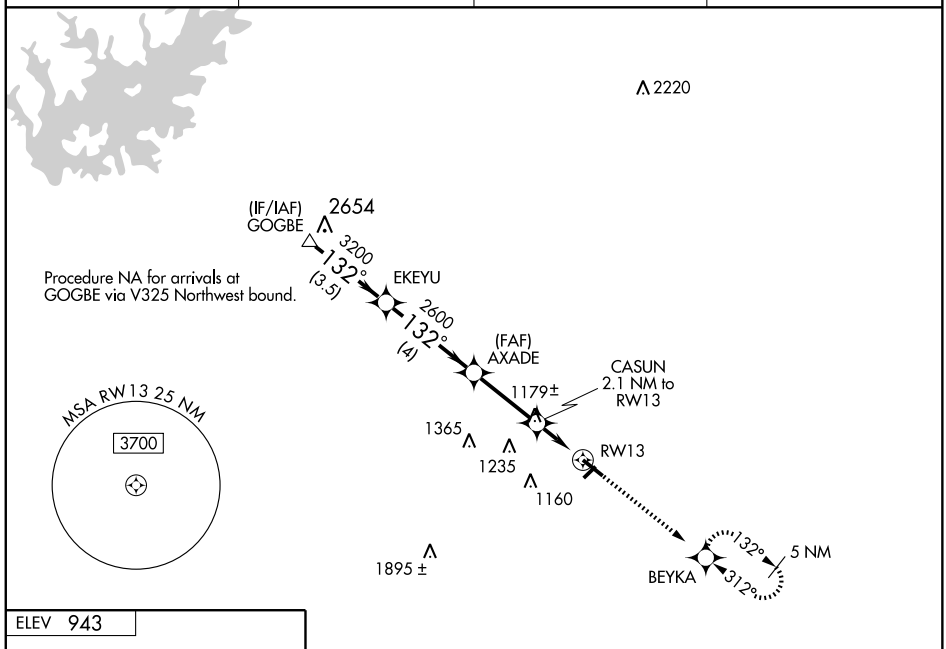
RNAV (GPS) RWY 13

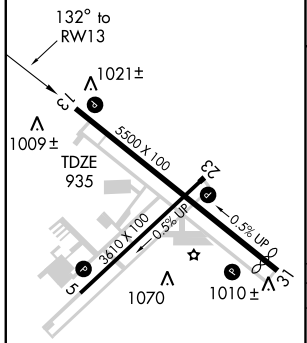
BARROW COUNTY AIRPORT (WDR)

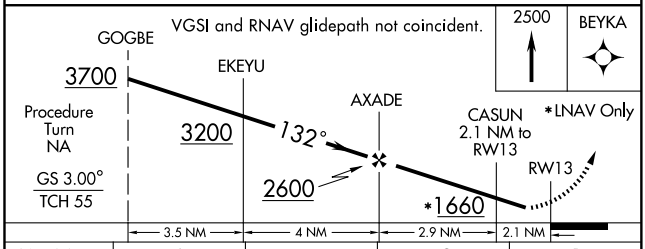
Baro-VNAV NA when using Athens altimeter setting. If local altimeter setting not received, use Athens altimeter setting and increase all DAs/MDAs 60 feet.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct BEYKA and hold.

AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
118.575	132.475 291.1	121.725	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1252-1 317 (400-1)			
LNAV/ VNAV DA	1418-1¾ 483 (500-1¾)			
LNAV MDA	1300-1 365 (400-1)			1300-1¼ 365 (400-1¼)
CIRCLING	1400-1 457 (500-1)	1500-1 557 (600-1)	1500-1½ 557 (600-1½)	1500-2 557 (600-2)

REIL Rwy 31 L
HIRL Rwy 13-31 L
MIRL Rwy 5-23 L

SE-4, 22 OCT 2009 to 19 NOV 2009

WINDER, GEORGIA

WAAS	APP CRS	Rwy Idg	5160
CH 69305	312°	TDZE	920
W31A		Apt Elev	943

AL-5360 (FAA)

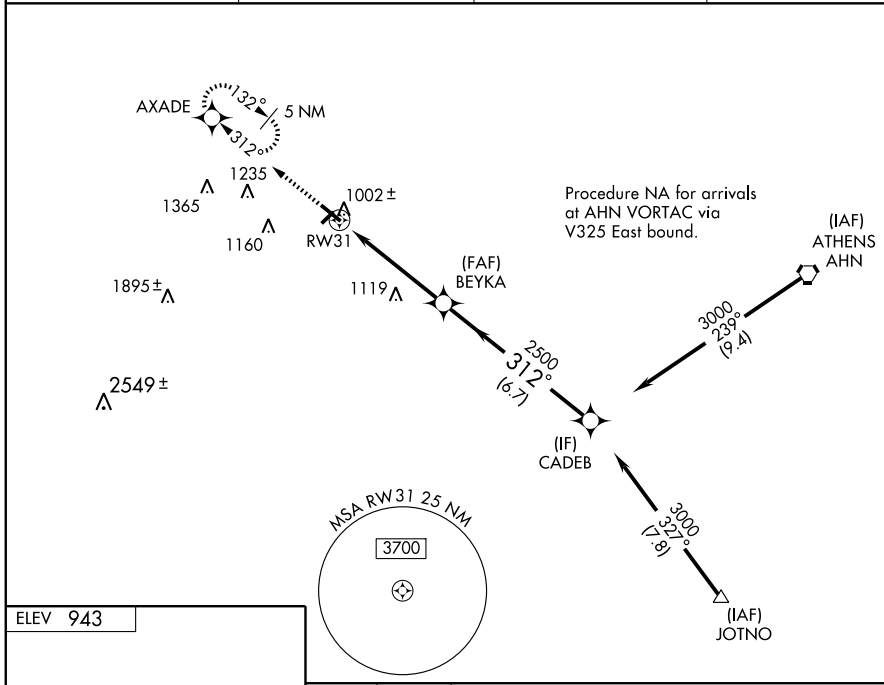
RNAV (GPS) RWY 31

BARROW COUNTY AIRPORT (WDR)

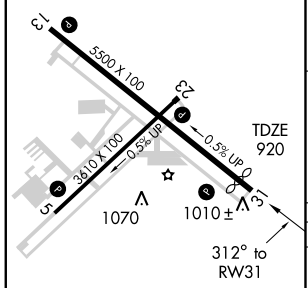
Baro-VNAV NA when using Athens altimeter setting. If local altimeter setting not received, use Athens altimeter setting and increase all DAs/MDAs 60 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2600 direct AXADE and hold.

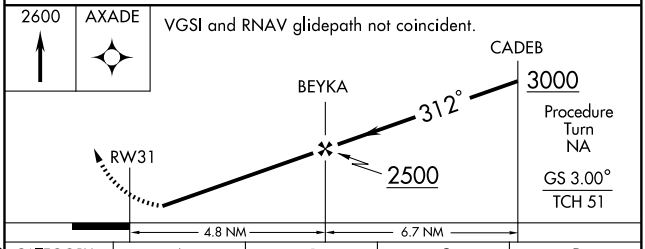
AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
118.575	132.475 291.1	121.725	123.0 (CTAF) L



ELEV 943



REIL Rwy 31 L
HIRL Rwy 13-31 L
MIRL Rwy 5-23 L



CATEGORY	A	B	C	D
LPV DA	1214-1 294 (300-1)			
LNAV/VNAV DA	1272-1¼ 352 (400-1¼)			
LNAV MDA	1400-1 480 (500-1)		1400-1¼ 480 (500-1¼)	1400-1½ 480 (500-1½)
CIRCLING	1400-1 457 (500-1)	1500-1 557 (600-1)	1500-1½ 557 (600-1½)	1500-2 557 (600-2)

SE-4, 22 OCT 2009 to 19 NOV 2009

VORTAC AHN	APP CRS	Rwy Idg	N/A
109.6	277°	TDZE	N/A
Chan 33		Apt Elev	943

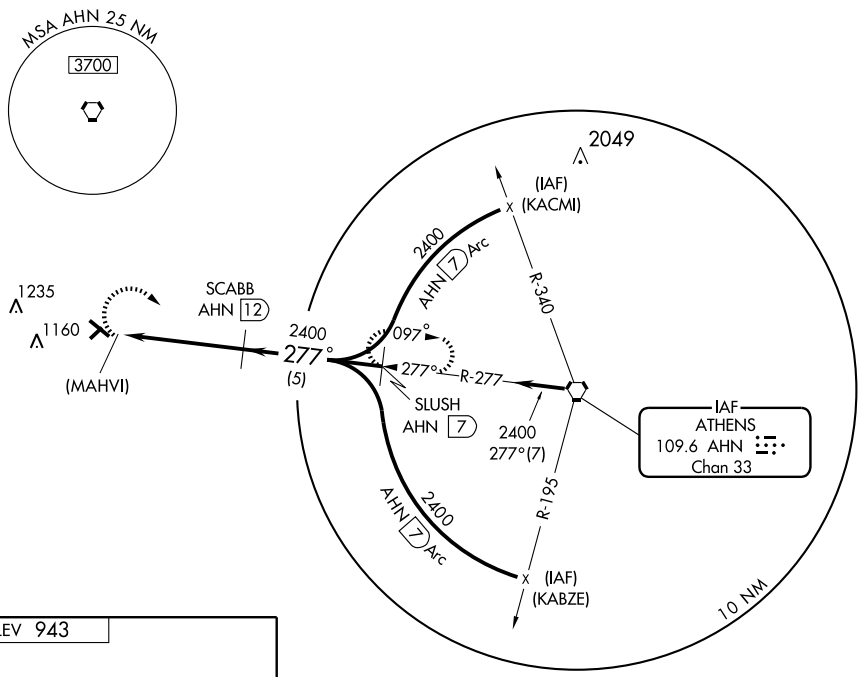
VOR/DME or GPS-A

BARROW COUNTY AIRPORT (WDR)

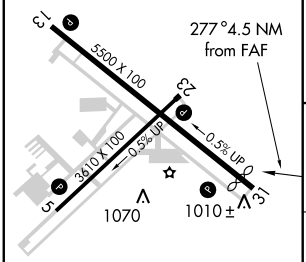
Use Athens altimeter setting.

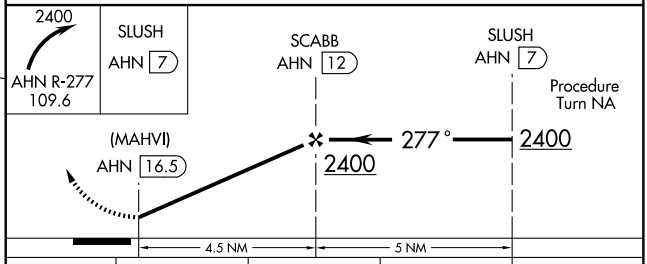
MISSED APPROACH: Climbing right turn to 2400 via AHN R-277 to SLUSH 7 DME and hold.

AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
118.575	132.475 291.1	121.725	123.0 (CTAF) L



ELEV 943





CATEGORY	A	B	C	D
CIRCLING	1440-1 497 (500-1)	1500-1 557 (600-1)	1500-1½ 557 (600-1½)	1520-2 577 (600-2)

REIL Rwy 31 L
HIRL Rwy 13-31 L
MIRL Rwys 5-23 L

SE-4, 22 OCT 2009 to 19 NOV 2009

WINDER, GEORGIA

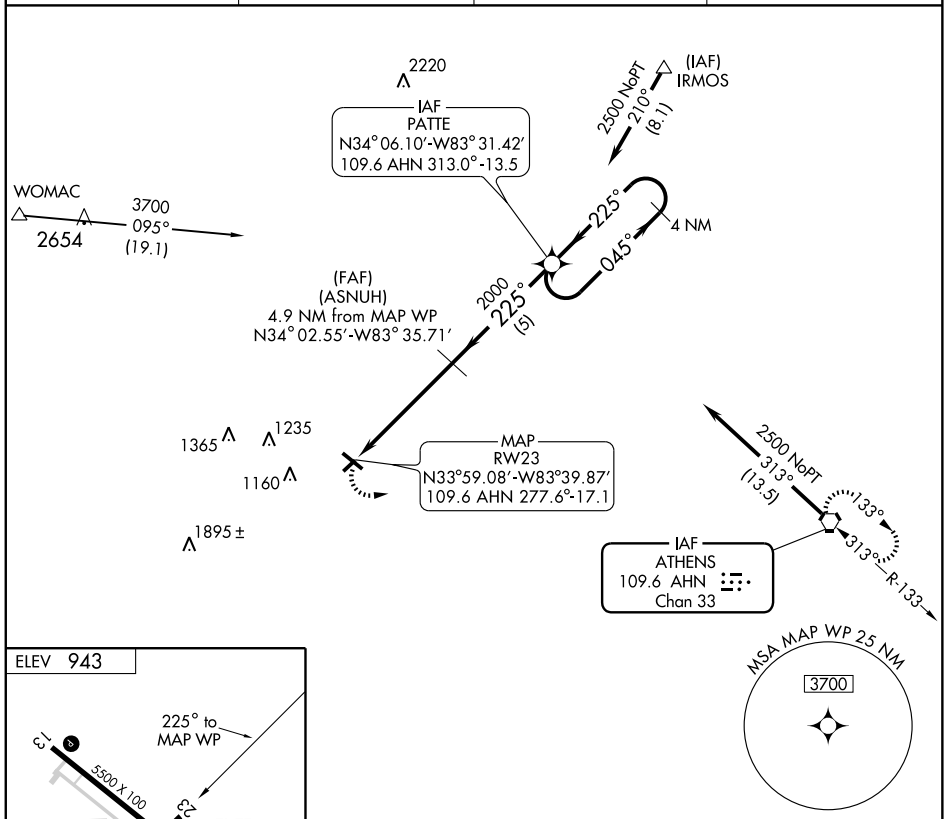
VORTAC AHN	APP CRS	Rwy Idg	3610
109.6	225°	TDZE	929
Chan 33		Apt Elev	943

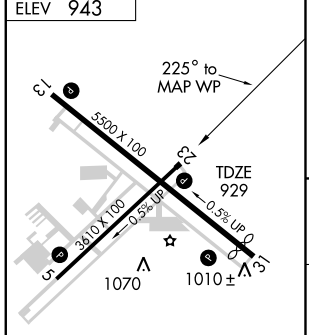
VOR/DME RNAV or GPS RWY 23

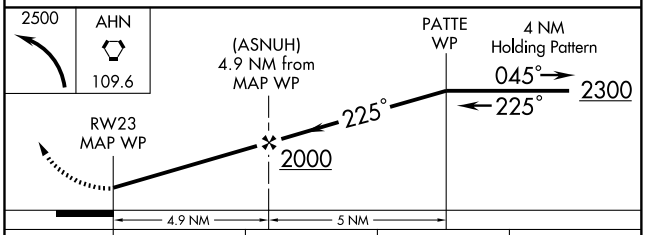
AL-5360 (FAA) — BARROW COUNTY AIRPORT (WDR)

▼ / ⚠ NA — Use Athens altimeter setting.	MISSED APPROACH: Climbing left turn to 2500 direct AHN VORTAC and hold.

AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
118.575	132.475 291.1	121.725	123.0 (CTAF) (L)







CATEGORY	A	B	C	D
S-23	1400-1 471 (500-1)		1400-1¼ 471 (500-1¼)	1400-1½ 471 (500-1½)
CIRCLING	1440-1 497 (500-1)	1500-1 557 (600-1)	1500-1½ 557 (600-1½)	1540-2 597 (600-2)

REIL Rwy 31 (L)
HIRL Rwy 13-31 (L)
MIRL Rwys 5-23 (L)

SE-4, 22 OCT 2009 to 19 NOV 2009